

Music City Mopar Club

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JUNE, 1996

Monthly Feature

MEMBER'S MOPARS



My 1969 Dodge Charger was bought new by my father in 1969. My father started working for Music City Dodge in 1971. He was supplied a demonstrator and did not need a personal car. He kept the car for two years and then sold it to my uncle. My uncle kept the car from 1971 to 1978. My father then bought the car back in 1978. I encouraged him to keep the car, but being twelve years old he did not pay much attention to me. He then sold the car to his boss at Music City Dodge. Pat Hollahan's son drove the car from 1980 until 1989. I started working for Music City Dodge in 1988. My Charger was parked in the back corner of the shop. It spent most of its time parked. I wanted to buy the car for about a year, but my father did not want me to. He felt like it would be a lot of trouble. He also felt like it would take a lot of money to maintain. After about a year he decided it would be okay to buy the car. I have had the car since 1989 and have been enjoying it ever since. It has not required a lot of money to maintain, although it is not perfect. It has not been a lot of trouble. I have been trying to learn as much as I can about how the car operates. The car is very dependable.

I drove it to the Mopar Nationals this past year. It did great! No matter where I go people ask me about it. It is great to get compliments and "thumb up" from people. I drive it fairly often.

My Charger has a 383 high performance, 727 transmission, power disc brakes, power steering, and air conditioning. It is black with a black vinyl top and black interior. It also has bucket seats and a console. It has a 3.23 differential gear. It is a numbers matching car. I hope you have enjoyed reading the article.

MOPAR OR NO CAR !!!

Lynn Isenberg

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FYI

BOY, WHERE TO START? HOW ABOUT "THANKS!" I THINK IT GOES WITHOUT SAYING THAT WE HAD MORE VOLUNTEERS AT THIS YEARS DRAG RACE THAN EVER BEFORE. THEY WORKED HARD, DID A GREAT JOB, AND MOST OF THEM NEVER TOOK A PASS DOWN THE TRACK. A BIG THANKS GOES OUT TO ALL OF YOU! NEXT WOULD BE THE SPONSORS. THEY SHOWED UP IN BIG NUMBERS AND SUPPORTED AND PARTICIPATED IN THE EVENT. I BELIEVE WE HAVE AWAKENED THE NEED FOR SPEED IN A FEW OF THEM. ALSO, WE NEED TO THANK TRACK OWNERS CHARLOTTE AND RICK GONZALES AND ALL THE TRACK REGULARS WHO HELPED. BUT MOST OF ALL WE WANT TO THANK THE RACERS WHO SHOWED UP IN RECORD NUMBERS. THE NUMBER OF TOTAL CARS AND THE NUMBER OF REALLY FAST CARS WAS OVERWHELMING, LITERALLY. AS YOU MIGHT HAVE NOTICED WE NEVER REALLY GOT AROUND TO A REAL CLUB MEETING AT THE TOWER THIS YEAR. JUST NO TIME. AND THAT PROBABLY BRINGS US TO THE MOST AMAZING THING OF ALL. OUR RECORD SETTING EVENT GOT RAINED OUT RIGHT IN THE MIDDLE. IT WAS MY CALL AND I STAND BY IT. THE WEATHER STAYED LOUSY AT THE TRACK ALL EVENING AND LIGHTNING WAS HITTING THE TREES IN THE PITS AS PEOPLE RAN FOR COVER. BETTER SAFE THAN SORRY. ANYWAY, THE RACE CONTINUED ON THURSDAY NIGHT AND ALL WENT WELL. WE MANAGED TO GET THE EVENT IN EVEN THOUGH WE HAD A 10:00 P.M. CURFEW. WE MADE A RECORD AMOUNT FOR CHARITY AND GAVE OUT A RECORD PURSE TO THE RACERS. ENCASE I HAVEN'T SAID IT, **THANKS** TO EVERY ONE WHO CAME.

FOOT BRAKE WINNERS:

BRIAN SALVATI	6 PACK CHALLENGER
KURT SANDERS	SUPER COUPE
MIKE BOER	69 DART

DELAY BOX WINNERS:

JERRY NORROD	DUSTER
JASON STEINMETZ	ROAD RUNNER

TECH TALK

Power brakes, who needs 'em? If you have a 440 powered four door D-350 dually pulling an 8000# trailer and car you need them. If you have a show car with power brakes from the factory you would need them. A daily driver? What the heck. But what about a pavement pounding, asphalt tearing, tire burning, street & strip monster? Could you save weight going to manual brakes? Yes, but not enough to get excited about. The booster is not all that heavy. You could gain some clearance. This might well be worth the effort if you have tall valve covers, fender well headers, or a motor that just wasn't meant to be there. Even Mother Mopar came up with some nifty ideas to relocate master cylinders for small block cars with big block engines.

Okay, so your Mopar has got power brakes and you don't want them. Simple, just pull out the booster and put the rest back together. NO, it is not that simple. The pedal assembly under the dash will work, but the actuation rod going through the fire wall is not the same and neither is the master cylinder. Sounds like it is time for a trip to "BUBBA'S BONE YARD". You need to find a Plain Jane donor car that came with manual brakes. Get the master cylinder, the adapter plate if there is one, the linkage form the pedal through the fire wall and the studs and nuts that held it to the fire wall. You might want to go by your favorite parts house and get a rebuilt master cylinder. They are cheap and with your core trade in you can save money. But wait, make sure they give you the same thing back. A lot of the time they will give you a power brake master cylinder. Wrong!!! Make them get it right or you will be going back. Take it all home and install it. It is not hard. If you can take it out, you can put it back. A few tips: Don't forget to bench bleed the master cylinder; Install the fire wall bolts so the nuts are on the outside unlike many factory installations; Even though you can do this by yourself, a friend can be of help, it is hard to be on two sides of one fire wall at the same time; And watch out for those pesky wasps that live under the dash of that donor car, they get kinda mad.

Big Block Bill

UPCOMING EVENT

June 15- Southern Wheels in Motion Open Car and Truck Show- Tullahoma, Tn. Call Jerry Moore 615-393-4960 for info. 2 original & 2 modified Mopar classes.

June 22- East Tennessee Mopars Fun In The Sun All Mopar Show- Knoxville, Tn. Call Mike & Judy Holman 423-691-6002 for info.

July 20 & 21- Muscle Car Super Nationals Beech Bend Raceway Park. Info 502-782-1138. Car Show, drag race, swap meet, all makes.

June 22- Al Menah Shrine Temple Antique Car Show and Swap meet. 2 Mopar classes. 1354 Brick Church Pike, Nashville, Tn. Exit 87 B off I-65 at Trinity Lane. 226-7766.

June 22- MCMC MEETING AT SHRINER SHOW 2 PM. July 20- The Excaliburs Ridgeferry Rod Run 1996. Rome Ga. 706-235-1746 or 706-232-0794.

July 19-21 6th annual Mopar Muscle Southern Classic in Bristol, Tn.. 1-423-323-5551

August 9-11 Mopar Nationals at Indianapolis Raceway Park. For info call 313-278-2240.

August 31- Hollow Rock Labor Day Spectacular. 4 Mopar classes plus 2 special Mopar Best of show. 586- 7058 or 586-7773. Rain date Sept. 14.

Sept 6-8 Mopar Meet 96 at Atlanta Dragway in Commerce, Ga. For info Mike Hayes 1-800-241-8124 or 1-770-963-5251.

WINNING WAYS

P. CHRYSLER CLUB SHOW CHATTANOOGA:
April 20, Carl Harvey Jr., Wayne Hall, Robert Williams, and Mark White.

ELK VALLEY CAR SHOW, FAYETTEVILLE, April 27, Carl Harvey Jr., Mark White, and Rick Sautter.

POOR BOYS OPEN CAR SHOW, WAVERLY, Danny Deavers

TUESDAY NITE STREET RACE, Bill Bradley, and Donna Koopman.

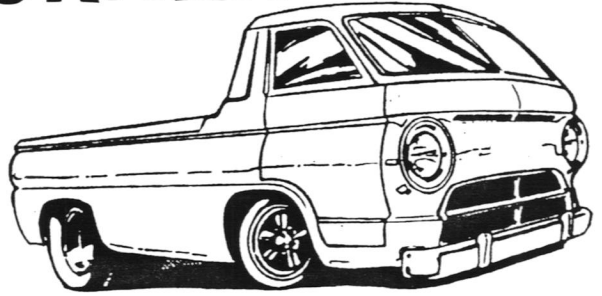
NEW MEMBERS

0155 Lionel M. Bohne
3759 Halleys Dr.
Murfreesboro, Tn. 37129

0156 Lionel A. Bohne, Sr.
2937 Parkwood Dr.
Murfreesboro, Tn. 37129

***** Our best wishes to Lonell Martin after his latest car accident. Get better real soon!!!*****

KIM'S KORNER



AKA Ladies Choice

Hi there!

I'm going to repeat my request, for 2 recipes per member for the cookbook we were going to make. If I don't hear from anyone AGAIN, I guess it means you don't want to make money for the club. Which is okay, because I know everyone is going to sell classes for the car show. And you know how expensive that is. Non-advertisement is \$60, 1 year quarterly) advertisement is \$75.

A disturbing thought: My neighbor (17 years old) was going to change his oil. (I had gone over to talk to his wife for a few minutes.). He started in on how much he knows about cars. (Not a Mopar Guy) Then I noticed no new oil filter. When I asked him about it, he said, "Oh, I don't worry about that," and hinted that he very rarely changed it. I mentioned that the old oil and sediments stayed in the filter, but recirculated in the engine during usage. "Oh no Kim, you don't know what you're talking about." Well, excuse me! I may not be male, but I know enough to get me by. And changing the oil filter is very important. For instance, heaven forbid you have metal shavings in your engine, but would you take the chance of leaving them in there? I think not. When I change my oil, I always get new oil AND filter. I suppose having 150 k miles on the Ramcharger makes me more aware. But, being the teen male he is, didn't listen. I have noticed that they got another car, he said because the other one "laid down" on him. His wife said engine problems. (Hmmm, wonder why). Another disturbing thought, he doesn't check his radiator level or transmission fluid level either. I would like to think that there is hope for him yet. Until then, maybe a little bird will tell him to pamper his car a little. (Maybe).

Did find out some interesting info. Jerry Jordan at Dickson County Tire & Oil Co. has announced they carry Turbo Blue now. Call me for info. It's nice to know someone local Has started to carry it too!

Stay Safe & Be Aware!!!

Kim



Rev. Mopar's Grease Pit

Here I am at the point of complete exasperation... Some customer at Advance Auto just got through lecturing me on how NASCAR made Chrysler / Mopar famous... He went to great lengths to make it clear that NASCAR and Chrysler worked together to elevate each other and how the HEMI was really the suggestion of some NASCAR heads (long before it was even called NASCAR). After taking this harangue for as long as I could I kindly handed this man his "suspend ticket" so he could pay for his parts (for a Chevy incidentally). But after he left I wondered how many people really thought that this was a true concept... Well, I'm here to help clear this up some.

Having been born and raised in Michigan, near to the heart of Ma Mopar, I am here to tell you that personalities brought the attention to Grand National style stock car racing, not Bill France. He was the unwitting recipient of good fortune as names like Curtis Turner, Lee Petty, Fireball Roberts, and Junior Johnson began to emerge as real heroes. THEN, the battle of the makes came into play more strongly than ever. The sanctioning body, rather than showing kindness to Mopars actually worked to level the playing field with the use of sanctions against the Mopar cars. Again and again over the years from 1962 to 1971 NASCAR and Chrysler were at odds.

NASCAR gained popularity when the cars were actually "stock" cars. Compare the Superbird of Richard Petty with the like of Dale Earnhart's Monte Carlo... No comparison. Heck, the Monte doesn't even resemble a Monte! Get the drift? NASCAR is now the promoter of a controlled environment racing scene over which they have complete control. Innovation is punished by way of sanctions, disfavor is made evident by the absence of certain combinations, and **ALL THE CARS SHARE THE SAME CHASSIS...**

The driving force behind the 426 HEMI, Tom Hoover, couldn't have cared less about super speedways. His interest was the quarter mile. Sorry to break that ditty, but it is true and I'm not saying that because I prefer drag racing, it is simply a fact. The success of the HEMI on the super speedways does speak volumes to the fine engineering involved there, but remember the HEMI had only a couple of years to compete... Read the sanctions for 1969... Most, if not all, of the Superbirds ended up having to run the 440 wedge in 426 configuration because the HEMI was too fast...

To this day there is NO engine that can claim near the racing heritage the HEMI can. No engine has ever made more horse power, no engine has ever gone quicker or faster. And folks NASCAR didn't have a thing to do with it inspite of what my "mouth of the south" customer might say. By the way, neither did Petty Enterprises. They basically took a drag engine and converted it to an endurance engine second to none. Over 200 mph on a closed course before any fancy electronics and on a stock frame...

If you really love NASCAR great, but don't bother talking to me about Chevy's superiority, or Ford's dominance. NASCAR is a cool show, but a show is all it is... Want to see what the real factory iron can do? Attend an N.R.H.A. or I.H.R.A. National event and see real cars on original platforms with factory produced components do battle. This is where you will see the heart and soul of Mopar. Sure the Chevy and Ford guys do well and in some cases dominate classes, but when the THUNDER begins and the BIG SHOW starts it is all MOPAR. Give drag racers a break, we have kept the Mopar name out front for years and plan to keep it that way.

Thanks to everyone who participated in Memorial Day Madness III... We had a wonderful turn out and a great event. Special thanks to Holley Carburetor, Advance Auto Parts, Hippodrome Dodge, Music City Raceway, Meineke Muffler, and to all the racers...

Peace, Rev...