

Music City Mopar Club

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Monthly Feature

MEMBER'S MOPARS



\$75.00 BRACKET BASHER !!!

I had done a lot of work to my old Duster and had it running pretty well when a friend of mine wrecked it and left me on foot. It was time to find a project car cheap that I could build quickly and on a tight budget. It had to make a good bracket racer and daily driver. The '74 Duster you see here was located and traded for a used intake manifold. It has a corrosion problem on the quarter panels, but you can't see the road when you look down. An improvement over the old car. A great running 318 out of a 60,000 mile '71 Dart was located and purchased for \$75.00. Almost everything else was part of the new Duster or the old Duster. The 318 now has a Holley intake and 4bbl carb, a comp cam 80/480, and headers. The 14" small bolt pattern wheels bolt up to a 7 3/4" 2.76 geared single tire fryer rear end. The trans is a 904 with stock converter and Hurst shifter. The car has run a best of 10.15 at The Hill.

I have a set of slicks to go on it and have located an 8 1/4" rear end with 3.23 gears, but I'm still looking for a good converter. The car will run 9's easy and get into the Heavy Class. A pretty good ride for not much money.

Trevor Card

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Rev. Mopar's Grease Pit

Wild Kingdom

This month we travel to the nearest aquatic theme park to view the marvels there. Perhaps one of the most endearing feature highlights would be the trained seals. These versatile and dexterous critters seem to be able to balance the world on the tip of their nose at will. They are trained, no doubt, but they possess tremendous ability which they come by naturally.

Why all this talk about seals? Well, this month I will be talking about sealing your high performance MOPAR engine (or any engine for that matter). Dan Dvorak, of A/Stock Auto record fame has often been quoted as saying the three most important things in making a MOPAR big block run are seal, seal, seal. Take it from me, he is absolutely right. Even your everyday 225 or 318 can reap huge benefits if during the build you pay utmost attention to the sealing characteristics of the various elements of the engine.

Now sealing within the confines of an engine does not always mean no passage of fluid or gasses, it means the control of these elements. Case in point: PISTON RINGS. I've never seen an engine of any variety with zero percent compression leak. Heck, if one were ever built I'd find a place to hide when they fired it up.

A 1 to 4 percent leak is considered to be leak free, with most in the range of 8 to 14 percent, not good enough for us MOPAR nuts. Too many folks settle for this and worse without ever really knowing what the numbers are. Most backyard builds are about 16 to 20 percent. How do you avoid this problem, simple. You must find a reputable machine shop that understands the principles of fluid dynamics and how compression works, then be sure they know the composition of the piston (cast, forged, eutectic, or hypereutectic), have them finish hone the bore with a honing plate. Piston to wall clearance is very important, but you can effect good seal with somewhat loose clearance if you choose the correct ring configuration. You must get +.005 rings so that you can file fit the gaps for uniformity, again, a tighter gap does not mean a tighter seal. If you want to know more contact ole Rev.

Bearing seal is another subject. There is clearance in all engine bearings and one again, tight does not mean less leakage. In the case of bearing fit, oil is a part of the sealing

process. If you do not allow enough clearance you sacrifice horsepower to friction. For reference cam bearings are usually the tightest in the engine, followed by the rod bearings and then the main bearings. Many a build has been spoiled by improper application of sound reasoning where parts are being installed. We look at them as secondary. If they are not in a bind what the hey. They can account for as much as 10 hp on a street engine and 15 hp on a race engine. Take your time, use good parts and a good machine shop.

When we think of seal we generally think of nasty blackpuddles on the drive way. We complain that MOPARS just don't seal. These sealing elements are the least important, but are of concern. Here the culprit is usually the age of the materials (cranks, pans, covers, etc.) that we are forced to use. A rope rear main seal will leak far less than a rubber cup seal, but you will sacrifice 1 to 3 horsepower. Here the key is use of god quality gaskets and proper application of sealant.

And now the business end. Make or break time. INTAKE SEAL. This has been the killer of many a good engine. I would guess that 80 to 90 percent of aluminum intakes leak. No you say? Trust me the leak is internal, from underneath. To prevent this it is always good to fit your gasket prior to installing to determine if things are square. In the past 5 years I have had to spend money on all but one aluminum intake and about half of the iron intakes had to be machined, especially after a valve job. This leakage is hard to detect, but accounts for up to 20 hp. on a race engine.

Finally, exhaust leakage. There is horsepower loss here and you can hear it with your own ears. Quality gaskets and proper installation will cure it. You may even have to have your header flange machined. The loss here is fractional, but the annoyance level is high.

Trained seals are fun to watch at the park. Trained seals in your engine make your MOPAR fun to watch as they wax the oddballs. Remember the words of the Fram filter guy: PAY ME NOW OR PAY ME LATER. This holds true with your engine build. Go cheap and pay twice (actually three times): Once to do the job, once to take your friends abuse, and once more to do it right.

peace, Rev.

WANTED: Would like to borrow VHS tapes of 90,91 & 92 MCMC shows. Call Kim after noon daily 615-441-2953.(4)

'FOR SALE: 67 Dodge Coronet Deluxe., .030" over balanced 440, 3000 stall torque converter turbo action valve body in fresh 727, 3.55 sure grip, Hooker Headers, 2.5" aluminized exhaust, Dynamax Mufflers, H pipe, Police rims, new radials, new gas shocks, halogen lights, electronic ignition, Sun tach, drive shaft loop, Hemi radiator, T'Stat controlled electric fan, H.D. alternator, rear mount battery, new paint, late model front disc brakes, new suspension parts. This car is fast and reliable. Own the ultimate four door grocery getter for \$4800. Call Rev. Mopar. 876-8903 evenings.

PARTING OUT: '74 Duster, small block automatic. Call for parts and prices. Butch after 6pm 746-3390.

WANTED: 456 pos, 8 3/4 chunk. Butch after 6 pm 746-3390.

WANTED: Pos trac or limited slip unit for 8 3/4. Butch after 6 pm 746-3390.

FOR SALE: '76 Warlock, 318, 4 bbl, Auto, P/S, P/B, A/C. \$3000 Butch after 6 pm 746-3390.

FOR SALE: '89 Ply Sundance, 4 dr, 2.2 auto, P/S, P/B, AM/FM, 77K miles, \$3200 Butch after 6 pm 746-3390.

WANTED: 727 trans for small block, must be part #3681052, fits 72-73 A,B,E Body 340. Also, '72 Challenger Ralley 340 4-speed, no basket cases. Wayne after 5 pm 444-1521.

WANTED: Single groove water pump pulley and crank pulley for big block. Kim 441-2953.

FOR SALE: '68 Ply Fury III 383, 2bbl, 727, P/S, P/B, 4 dr, A/C, red and white. \$2500. Don 893-4252.

FOR SALE: '73 Dodge Charger S.E. Brougham, 2 dr, P/D/B, 400, 4 bbl, Headman Headers, \$2500. 893-4252.

WANTED: Bucket seats w/ console for '70-'71 Dodge truck Adventurer S.E., parts of anything that will fit my '58 Dodge truck Custom 100. Carl 896-3599.

WANTED: 'Cuda/Barracuda, '70-'74 in decent shape to put a 440 in. Sam 446-5509.

FOR SALE: Mickey Thompson Mopar Big Block valve covers, used \$20. Big Block ci exhaust manifolds \$10. Pair 185R15 24" tall V.W. type front runners new \$50. Bill 449-1260.

FOR SALE: '69 Charger RT, auto, console, A/C, P/S, P/B, triple green, no engine, needs retoration, \$1100 in new sheet metal. Call Mike 648-4721.

FOR SALE: 8 3/4 rear end chunk, 741 case, 391 trac-lok. \$150, call Butch after 6pm, 746-3390.

WANTED: '70 Roadrunner or Satalite parts car. Must have good rear clip. Prefer complete car with a good motor. John Dodson 790-2998.

FOR SALE: '66 model 383 engine (2 BBL) from '66 Newport. Ran good when removed. Parting out '66 Sport Fury- this was a big block car. Call for details. Jerry Taylor 449-3900.

ALL AREA CODES ARE 615 UNLESS OTHERWISE STATED.

A. BILL AND MIKE GAVE ACCOUNT OF THE DRAG RACE PROFIT OF ABOUT \$1000.00.

a. CLUB VOTED TO ADD \$500.00 TO THE OLDIES 96.3 CHRISTMAS CHARITY.

b. CLUB VOTED TO BANK \$500.00 TOWARDS UP FRONT EXPENSES FOR NEXT YEAR'S DRAG RACE.

B. CANNED FOOD FOR SECOND HARVEST FOOD BANK WAS COLLECTED WITH A MENTION THAT EVERY MEETING IS A COLLECTION MEETING.

C. NEXT MEETING SITE WAS SET FOR THE LAKE IN HENDERSONVILLE ON JULY 28TH

FYI

THE LAST MEETING WAS AT THE SHRINERS SHOW ON A HOT SUNNY DAY. THE CLUB WAS WELL REPRESENTED AND GAVE OUT A NICE TROPHY TO THE BEST NON-MOPAR: A WHITE FORD COUPE WITH PURPLE FLAMES.

THE HEAT OF SUMMER IS HERE AND THIS IS WHEN THE BIG MOPAR EVENTS HAPPEN. CARLISE HAS COME AND GONE, BUT BRISTOL AND INDY ARE JUST AROUND THE CORNER. THESE ARE GREAT EVENTS WITH SOME OF THE BEST SHOW CARS, DRAG RACING, AND NEW AND USED PARTS VENDORS YOU'LL SEE. A LOT OF YOUR FELLOW MEMBERS ARE GOING, SO JOIN IN THE FUN.

THE PICNIC SITE FOR THIS MONTH'S MEETING IS REALLY NICE. IT IS WELL SHADED AND RIGHT ON THE WATER. COME WITH YOUR FAVORITE PICNIC FOOD AND HAVE A GREAT TIME.

BIG BLOCK BILL



UPCOMING EVENT

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.

SEPT. 28-29TH Music City Mopar Club's 7th Annual Car and Truck Show at Hermitage Landing in Nashville, Tn.

NEW DEISEL TRUCK CLASS For Info 615-449-1260

WINNING WAYS

AT THE TRACK

RICHARD ELMORE HAS BEEN ON A ROLL LATELY. HIS HAS HAD A COUPLE OF WINS AND SEVERAL GOOD FINISHES. I THINK THE REST OF US MOPAR DRAG RACERS NEED TO TIGHTEN UP A LITTLE & GIVE POOR RICHARD SOME HELP BEATING BACK THOSE BOW TIE AND BLUE OVAL RACERS.

AT THE SHOW

WE HAVE NOT HEARD FROM ANY OF YOU. ARE YOU ON VACATION? PLEASE LET US KNOW HOW YOU ARE DOING SO WE CAN LET EVERYONE ELSE KNOW. CALL KIM AT 615-441-2953

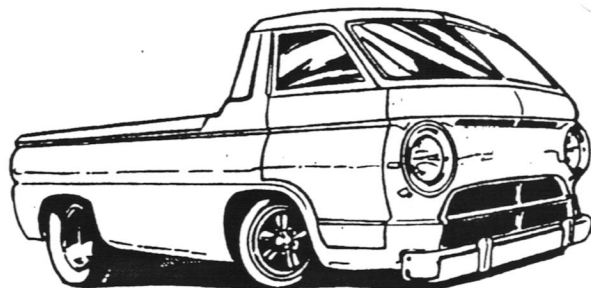
NEW MEMBERS

WE HAVE NO NEW MEMBERS TO REPORT ON THIS MONTH. THERE MUST BE A FEW OUT THERE, LET'S RECRUIT THEM. THE MORE MOPAR NUTS WE ALL KNOW THE EASIER OUR HOBBY GETS.

TECH TALK

TECH TALK IS ON VACATION THIS MONTH. OLE BABY BLOCK SAYS HE IS OPEN TO YOUR QUESTIONS. ROBERT HAS OVER TWELVE YEARS EXPERIENCE AT ALL UNDER CAR SPECIALTIES AND HAS BEEN DRAG RACING SMALL BLOCK A-BODIES JUST AS LONG. IF YOU NEED HELP WITH BRAKES, SUSPENSION, EXHUAST, CUSTOM WORK OR JUST HAVE QUESTIONS CALL HIM AT WORK AT 615-650-8887.

KIM'S KORNER



AKA Ladies Choice

Hi there!

Litton's Law (aka Murphey's Law) has struck again. It never fails. Just when you least expect it. WHAM! It was a very minor thing really. But just as exasperating.

We went junk yarding again, And once again, did not find anything. (Of course). The last junk yard we went to was on the home, and being as we know it pretty good, stopped. Nothing there either, except a cute little shepherd mix puppy that was guarding the place. But, I'm getting away from where I'm heading. We had to back up in order to get headed in the right direction. And my dearly beloved hubby says: "Watch me back over a nail or something and get a flat." I was horrified! I yelled: "Take it back!" He never took it back. And being the superstitious person I am, knew we were in for it. I gently reminded him that every time the f--t word is within 24 hours, the jinx has happened.

I treaded ever so lightly the rest of that day and into the next. Even started counting down the hours left on the jinx. I decided to press our luck, since I had a roll of film to be developed, and Wallyworld has a 1-hour photo, thought we'd run over there. (For a short time.) I knew that in exactly one hour I'd be headed home. Ron was miserable. He hates to go "shopping". After our hour was up, we quickly looked over the photos and headed to the parking lot. Lo and behold. What do we see? Yep, you guessed it, a f--t. I wish I would have had a camera so someone could have taken a picture of our faces. To say the least, we were not happy campers. So I say: "Drive around back, Wallyworld fixes flats and I have road hazard on all 4 tires." So we limped ever so slowly around to the tire center. Not happy at all, since we had an hour to get where we needed to be. We pull up, park, walk in, Oh yeah, we'll fix it, probably no charge, but it will take about an hour... Ron kind of had that deer in the headlights look when I pulled him through the door to go back into Wallyworld. Luckily a MCMC member works there, and she was fixing to go on her lunch break. So we headed to Micky D's (inside Wallyworld) for that hour. Seemed to go pretty quick. Cindy and I did our best to cheer Ron up. When we picked up the truck, they said we had run over a piece of a coke bottle. Now I ask you, why do people throw breakables out in public? Or anywhere? Oh well, hopefully the next time Ron says f--t, he'll take it back!

Oh, thanks to the few members who sent me their recipes. we still need more to make a good book.

Stay safe & be aware! Kim