

Music City Mopar Club

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Monthly Feature

MEMBER'S MOPARS



"UNDER CONSTRUCTION"

I was born September 19, 1967. The "2nd Generation" Charger was just rolling into the dealerships. It was a great time to be around; if you had a drivers license, not a diaper.

My cousin bought a '69 Charger new in 1969. I was very young, but I remember his black on black 383 Charger vividly. I've wanted one every since then, but wasn't fortunate enough to get one; until now.

Enter... this 1969 Charger R/T. As you can see it needs alot of help. I plan on a full resto. It's a 440 HP w/ auto trans. It's originally cream (code Y-3) with a tan interior and a tan vinyl top w/ a black bumblebee stripe.

I also have a wife and three kids, so this will likely be a long project, so I need bargains! Anyone with any helpful parts can call 615 325-2899 and ask for Keith.

Mopar 2 Ya!

Keith Petitt

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Rev. Mopar's Grease Pit

MORE THAN MEETS THE EYE

For one moment, contemplate the iceberg. . . It is a fearsome sight for the sailor as it's mysteries are hidden beneath the surface, lying in wait to rip the side of the most seaworthy ship completely open so that the sea can claim her superiority once again. The properly constructed MOPAR is much like the iceberg, there is more there than meets the eye, and many an unsuspecting yet street worthy brand C and F have felt the sting of a sedate looking MOPAR over the years. Problem is, it is happening less and less because the "other guys" have finally begun to understand what packaging means while the MOPAR enthusiast is becoming drunk on the newfound trove of aftermarket "speed" accessories.

Far be it from this humble soul too stand as a lone prophet in this regard, oh no, consider the old legends like Dick Landy. . . To be as blunt as possible, time was when the brand C guys had all the after market stuff - so much, in fact, that most of the brand C hot based upon some slick marketing premise that they would produce X amount of horsepower. Then the brand F guys got their deal cranked up as interest in the little horse rose, and the same thing happened. Now it looks like it's going to be OUR TURN in the after market (finally), and the results are already parroting those of the other guys. . . WAKE UP - THAT WHICH BROUGHT US THIS FAR CAN TAKE US THAT MUCH FURTHER WITH THE ENHANCED AFTERMARKET.

Oh yea, here goes REV. talking about packaging again. THAT'S RIGHT, and I'll keep on talking about it until such time I don't have to listen to my own friends whine about this or that not working on their cars even after I've told them to "go carefully". . .

KEEP IT CLEAN . . . The foundational pieces of your build should be meticulously cleaned. Small abrasive particles in these sub-assemblies can wreak havoc on your engine. When you grind, or relieve a part, clean it super well prior to assembling.

KEEP IT STRAIGHT . . . When you pay good money for a machine shop to do work on your pride and joy, make sure you specify the tolerances you wish. Know the clearance you desire and pay the wee tad extra they might charge for the additional attention. Straight surfaces, bores, and journals are essential. How many of you know how much crank run

out you have or how much cam flex is present in your engine (small blocks in particular)?

KEEP IT UNIFORM . . . Gaps and clearances are the stuff of a good build, and keeping them uniform, and uniformly correct, is essential. If you idea of building a tr HOT engine involves the purchase and straight installation of the piston ring of your particular bore size, you've NEVER BUILT A HOT ENGINE . . . ALWAYS purchase the "plus five" style ring and file gap them to fit your specific application and demands. (Here the STRAIGHT rule will apply again, keep the groove ends straight). The same with bearing clearance, have your machine shop VERIFY (in blood) that the tolerances are indeed uniform. And torque values should not even have to be mentioned.

KEEP IT COORDINATED . . . You do this by knowing where your cam is relative to the piston (measured in degrees of advance/retard). Cams can be pretty mysterious, but there is really NO MYSTERY here. What works in one engine may not work in another, but the principles that contribute to the success in one engine and failure in another are indeed uniform. We all know that duration is the "power builder", but duration alone is not where it is at. . . Try centerline and overlap as related to duration, and what about ramp speed? If these elements seem mysterious to you, have a pro analyze your cam needs and install and degree it for you.

KEEP IT HIDDEN . . . Prime MOPAR rule, never let the brand C and F guys really know what you've got. More power is made by INTERNAL modifications than can be general by EXTERNAL modifications. Let's remember that one in the wee hours of the night when the street rats prowl. . . Sure, a four barrel carb is going to outperform a two barrel, but lets not be ridiculous here. My point is this: IT'S EASY TO FALL PREY TO THE GLITTER OF ADDS THAT SHOW THAT SHINY STUFF THAT'S SURE TO MAKE HORSEPOWER . . . yea, right . . . "Tried and true will see you through."

KEEP READING . . . It was once said of the old REV. that he read too much. . . At the time the statement was made the person saying it was running much faster than the Holy Roller II. Within two years we had him covered by over three tenths. . . Don't always try what you read about, but think about it, digest it, and see if it becomes a regular practice among successful builders. . . THEN ADD IT TO YOUR PERSONAL HABITS. . .

For my part, I am still here as a source for any and all of you who might have questions. I don't have all the answers, but I do read a lot and, over the course of the years, have made just about every mistake on can imagine. Don't be blinded by the HUGE influx of new aftermarket goodies for your MOPAR, remember what made MOPAR great - proper and careful packaging. . .

SEE YOU AT THE SHOW.

REV. . .

TECH TALK

Hi members, you know who here. Let's talk tire for a minute. I myself, like'm big. Back in the 60's and 70's people like G60's and N60's and so on. Numbers like these are all but gone. They have been replaced by the metric system. That can cause a problem when selecting a tire. Let's say we want a fairly wide street tire. First pick your brand, like B.F. Goodrich. Then pick your size, like 295-60R-15. Wow, that's some rubber! But what do the numbers mean. First thing is the "295". It is the width of the tire's contact patch in millimeters. The "60" means the side wall is as tall as 60% of the width. The "R" means radial. Then of course the "15" is the diameter of the rim in inches. Now when you go with a wide tire you don't want to go too wide for the rim. The tire width should not exceed the rim width by more than 2". If you want or need extra wide tires you may have to get different wheels. Now you will be getting into wheel offset and inner fender dimensions as well as spring and frame rail location or you might find your new tires rubbing everything under there. So, stuff the wheel wells of that tire fryer full of white smokin' rubber and give'm hell. They'll make more tomorrow.

Baby Block Bob

WINNING WAYS

August 24, 1996 - Tobacco Belt Region of the AACA in Springfield, **Wayne Hall, Kimble & James Spears and Robert Williams.**

August 18, 1996 - Wilson Co. Fair Car Show, **Robert Williams and Jay Jernajon.**

August 31, 1996 - Moss Wright Park Car Show - Goodlettsville, **Wayne Hall, Robert Williams, Dale McDaniels, and Gary Wilkerson.**

August 31, 1996 - Hollow Rock Car Show, **Scott Young.**

UPCOMING EVENTS

September 27th: Set up for car show at Hertimage Landing - Meet at the big parking lot starting at noon.

September 28th & 29th: OUR SHOW!!! BE THERE!!!

October 12th: Display at Harper's Chrysler of Dickson, Hwy. 46, Dickson - I-40 West to exit 172, turn right onto Hwy 46 about 5 miles - will be on the right side of road - we need you there!

October 27th: Picnic at Montgomery Bell State Park - I-40 West to exit 182, turn left onto Hwy 96. Follow Hwy 96 until you get to Hwy. 70 turn right, follow MBSP signs, park will be on the right, enter park follow road to the right, turn left in front of park office, go straight, picnic area will be right in front of you, we'll meet at the covered pavilion next to the creek and playground, some of us will be there early to start the grill (11 - 11:30 am) See you there!

FYI

WELL ITS ABOUT TIME! SEPTEMBER IS HERE AND WITH IT COMES THE MUSIC CITY MOPAR CLUB'S ANNUAL CAR AND TRUCK SHOW. THE BOARD AND SHOW COMMITTEE HAVE WORKED HARD TO GET READY FOR THE SHOW. WE HOPE TO HAVE MORE CARS THAN EVER. THE CRUISE FOR FRIDAY IS SET. THE PARTY FOR SATURDAY IS ON TRACK WITH THE LIVE ENTERTAINMENT AND COOKS ACCOUNTED FRO. WE ARE LOOKING FOR COVERED DISHES OF ALL KINDS TO HELP KEEP COST DOWN. PLEASE CALL ME AT 615 449-1260 AND LET ME KNOW WHAT YOU ARE BRINGING SO WE DON'T GET TOO MANY DUPLICATES.

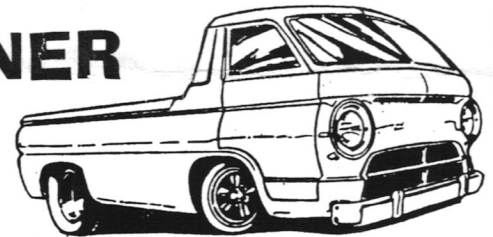
THE AUGUST PICNIC AT RICHARD PRICE'S HOUSE WAS GREAT. THE PRICE'S HAVE A WONDERFUL BACK YARD FOR PARTIES. THEY WERE KIND ENOUGH TO VOLUNTEER TO LET US TAKE OVER FOR THE DAY. THANK YOU RICHARD AND LINDA.

IF YOU HAVE FRIENDS YOU THINK SHOULD JOIN MCMC PLEASE BRING THEM TO SHOW. THIS IS THE MOST ECONOMICAL TIME OF THE YEAR TO BECOME A MEMBER.

P.S. - SEPTEMBER 22nd IS OUR GOODY BAG STUFFING / MEETING AT GARY WILKERSON'S - 719 NEW SHACKLE ISLAND ROAD IN HENDERSONVILLE. WE NEED YOUR HELP - PLEASE PLAN TO BE THERE - 2:00 P.M. EAT BEFORE YOU COME AND BRING YOUR CHAIRS.

BIG BLOCK BILL

KIM'S KORNER



AKA Ladies Choice

Due to the extended illness, hospital stay and death of Ron's Daddy - Kim's Korner is on bereavement leave.

August 25, 1996

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, Dynomax 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 \$4200. Call Rev. Mopar. 876-8903 evenings.

FOR SALE: '68 440's w/906 heads w/ original 727 trans (complete) call for price Chris Knott 449-5339.

FOR SALE: New Hooker Headers for small block '67-'82 A,B,E,F, body \$150.00 after 6:00 pm 746-5874 Butch.

FOR SALE: 1975 Plymouth Scamp 2-Door, H/Top, P/S, A/C, Light Blue Vinyl Top. 6 cyl. 225 Auto 25,000 miles. Make offer call 1 423 577-1485.

FOR SALE: Truck Parts late 60's to 71's ½ Ton Dodge. Call Carl at 896-3599.

ALL AREA CODES ARE 615 UNLESS OTHERWISE STATED.

MORE WINNING WAYS!

RACING SEASON: Congratulations to **Gary & Sherry Tuch** and to **Mike and Carol Gore** on their numerous wins at the Crossville and Union Hill tracks, also on their quarter finals and semi finals at the Beach Bend Track. **Way To Go!!!**

Car Show Update

1996 Car Show - Friday Night Cruise to John Andretti's Car-B-Que.

Saturday Night cook-out with live entertainment.

Meat is being donated by S.R. Smith Meats

Club members need to bring a covered dish call Bill Bradley to sign up your dish

Door prizes and goody bags stuffers are still needed. Goody Bag Stuffing at Wilkerson's on

Sept. 22 at 2 pm.

Volunteers are needed to work Sat & Sun. at the show.

1997 Car Show

voted to keep it the same weekend in Sept.

remain a 2-day show

be held at Hermitage Landing if they agree

Car Display at Harper's Chrysler in Dickson Oct. 12th from 9-3.

Reminder send recipes to Kim Litton for the MCMC Club Cookbook.

Oct Club Meeting - Picnic at Montgomery Bell State Park Oct 27th - eat at 1 meet at 2 bring a covered dish club provides the meat.