

# Music City Mopar Club

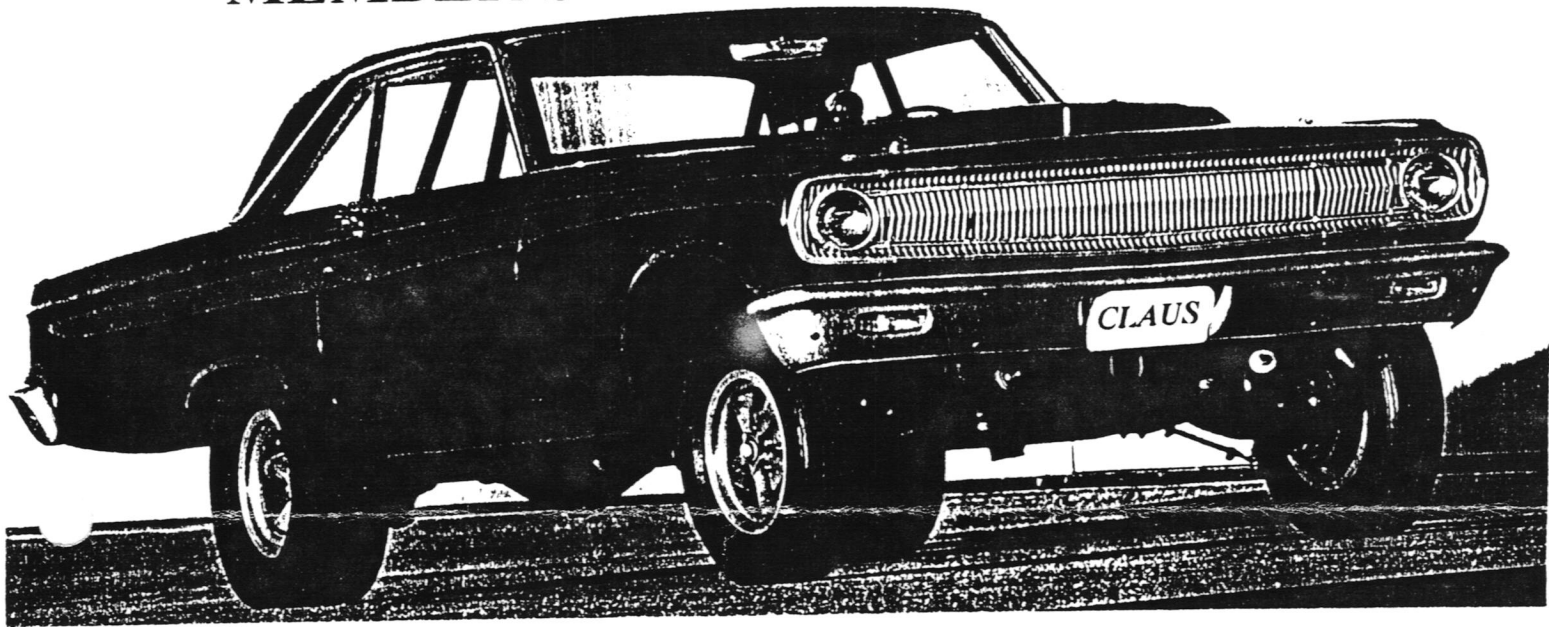
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DECEMBER, 1996

MEMBER'S

MOPAR



## "NORTHERN LITE EXPRESS"

This is what I call my backup sleigh. When Rudolph and the gang laid out on me back in '65 I had the Elves conjure up this altered job from an old factory light weight given to me by Tom Hoover at Direct Connection. We have four seasons up here: Fall, Winter, Spring, and the Forth of July. So, as you might imagine the old Pachyderm doesn't get the kind of use it should. That may be why it still shows only 68,056.2 miles on the odometer. About 100 of that came 1/4 mile at a time and the rest on Christmas Eve 1965. Quite a few of those presents were a little crunched that year but the first 60 ft. up some of those driveways gave a whole new meaning to the term "express delivery". After delivering the whole load of presents from that cavernous extended B-body trunk in record time the United Sleigh Workers union took an emergency vote and forgot all about that "Antler Care" rider on the Snow Cross Insurance Plan. It only took one look under the hood at that chrome covered, stroked and poked 471 Hemi to set things straight between ol' St. Nick and the Flying Moose Gang. That puppy's got a 4.225" bore and a 4.15" stroke with 12.5:1 forged pistons, hogged out '64 model heads with 2.25/1.94 stainless steel valves, a 312 duration .614/.598 mechanical Purple Shaft Cam with newly added roller rocker gear, vintage cross ram magnesium manifold with Carter 3705 AFB's, updated electronic ignition, Hooker headers with 4" collectors, a beefed up 727 tranny going to a 9 3/4" rear with 5.57:1 Richmand gears on a Strange spool. It has run high 9's with slicks on the Indy tarmac at the Nationals and a best of 10.592 @ 121.4 on studded Sears steel belted radials up here at the Pole. It likes the near zero temperature and humidity combination up here and really pulls hard on the other end. The X-mas Red Imron was expertly handled by the Elves at the North Old Main building with the Tuck-N-Roll interior being farmed out to a Pixie shop at Glacier Falls. But the real craftsmanship came in from the little fellows in the back garage that moved the rear axle 15" forward and the front suspension 10" forward for a 110" wheel base. By the time they got through massaging the sheet metal by hand Mother Mopar couldn't tell it wasn't factory. I love this ride more than the real sleigh, but tradition insists it remain backup. So if the Reindeer on your roof this Christmas sound more like a Raging Bull Elephant in the driveway its the Northern Lite Express takin' care of business.

*Santa*

MCMC #426



## Rev. Mopar's Grease Pit

### Making the Grade; An "A" That Is...

Throughout my tenure as keeper of the "GREASE PIT" I have touched on many a topic, most having to do with performance. Without apology I admit that I am, and always will be, a speed freak. For the serious restorers and collectors among you, I do hope that my speed oriented columns have at least offered you some humor or material that you could use while visiting the "necessary" room. After all, they deal with "our favorite cars"...

Having said that let me begin this month by saying that I will not digress from my speed loving ways, FAR FROM IT. This month I am going to formulate a STREET MACHINE for you. Why, you ask? Because more and more folks are getting fed up by seeing the back end of some teenage kid's store bought speedster. . . I will be taking into account that most of us do NOT have unlimited budgets and that we would like to drive the car on the street and NOT just at KING OF THE STREET and FASTEST STREET CAR IN THE UNIVERSE contests. One thing we want to be sure of is this: THAT WE MAKE THE GRADE. . . In order to do this we have to eliminate as many potential obstacles as we can prior to beginning. . .

To get from point A to point B quicker than the other guy means that either you have more horsepower (sometimes more nitrous) or less weight than he or she. . . That having been said, our only cost effective choice is a '73 through '75 "A" body car. Why not a 60's or early 70's version, after all, they are lighter, right? Maybe so, but they don't have the big bolt pattern, disc brakes, and they ain't as cheap, besides, the weight isn't really all that much different if you remove the bumper support structure, etc.

If you pocket precludes having the rear end of the car tubbed, your engine choice should certainly be the venerable 360. . . Given the proper doses of head work, cam, and carburetion, these little honey's can, on some sticky street tires produce some low 12 second quarter mile times. One such car, though of the 60's vintage, is the screaming yellow zonker belonging to Robert Vachunek. That little beast has run 7.94 with a 240 pound driver at the wheel (NO ROBERT DIDN'T PUT ON THAT MUCH WEIGHT SINCE THE SHOW). That time equates to a quarter mile time of 12.56. . . AND THIS CAR ISN'T EVEN CONNECTED. . .

If you can afford to have the rear end of the car sec-

tioned and tubbed, your engine choice should certainly be a 400/440 hybrid yielding 451 cubic inches. Using MONSTER MEATS in the back and the proper cam, intake and carburetion, you are looking at a car that could probably run in the low 11 second range. Of course you could use a small block in a wide tire configuration and given the right circumstances run pretty close to that same zone. . . I know of one Keith Black 451 Dart Sport Car that is driven daily in Indianapolis, that ran, through the pipes, an 11.37 at the Nationals this year. . .

So how can we make our cars quicker? Easy. . . Stiffen them, lighten them, and tune them. . .

**1. STIFFEN.** . . connect your frame rails and weld them "through", not just to, the floorboards. This adds a tad bit of weight, but the car will pick up noticeably. Install a roll bar that has "X"s in the right spots. For safety and for stiffening. Finally, with the roll bar system, install a dash bar (up behind the dash to hold the roll bar together and stiffen the upper front quadrant of the car. . . This is all added weight that will NOT slow the car down. . .

**2. LIGHTEN.** . . part of the lightening process has to do with relocation of weight as well as the removal of it. Move your battery from the driver's front to the passenger's rear of the car and you have transferred the equivalent of twice the weight of the battery to the rear wheels. Remove as much ribbing and non-overkill support systems as you can without compromising the strength of the body. Use of after market fiberglass seats will help greatly. In most "A" body cars of the mid 70's vintage, a weight loss of 300-425 pounds is possible (HARD, BUT POSSIBLE). Use fiberglass whenever you can since it is light and not too expensive. ALWAYS RUN SOME FORM OF SCOOP unless you have to have a perfect sleeper. . .

**3. TUNE.** . . Robert's car is as fast as it is due to SERIOUS THOUGHT, NUMEROUS MISTAKES, AND CAREFUL TUNING. . . Yes, mistakes are an important part of learning how to go fast. . . Just ask folks who have been there. If anyone among you thinks that practiced automotive routine is what makes a car fast you'd better think again. . . BREAKING THE SO CALLED RULES is what yields the quick time slips. The cams that we use in our cars today would be considered unusable ten years ago. . . Think about it.

Of course, if all else fails, there's the blue bottle. . . But we TRUE MOPAR FANS have a motto - "all throttle, no bottle". . .

Once you have your "street machine" running the way you like, you can really knock yourself out with final fit and finish. After all, there are Modified classes at nearly all shows. The "street machine" is one way to have your cake and eat it too. Super fast, and show worthy (without the worry of point deductions for non-original parts).

So if you want to "make the grade" go for an "A". . . An "A" body that is. . .

Peace, Rev.

## FYI

I'M SORRY TO HAVE MISSED THE LAST MEETING. I HERE ROBERT DID A FINE JOB IN MY STEAD. THIS NEXT MEETING IS THE NOMINATIONS MEETING. I ENCOURAGE EVERYONE TO ATTEND AND GET IN THE SPIRIT OF CLUB LEADERSHIP. AS YOU PROBABLY HAVE ALL HEARD BY NOW YOUR BOARD OF DIRECTORS IS NOT RUNNING FOR REELECTION. NOW IS YOUR CHANCE TO COME FORWARD AND RUN FOR OFFICE. LET'S BE HONEST NOW, YOU'VE HAD IDEAS IN THE PAST YOU THOUGHT WOULD WORK. AS A BOARD MEMBER YOU CAN MOVE ON THEM AND HELP SHAPE THE CLUB'S FUTURE. IT'S A FUN JOB; DON'T BE SHY. THIS IS ALSO THE BEST MONTH TO PAY YOUR DUES. DO IT NOW AND BEAT THE JANUARY RUSH. YOUR DUES MUST BE CURRENT TO VOTE IN THE ELECTIONS IN JANUARY AND THE BYLAWS MEETING IN FEBRUARY.

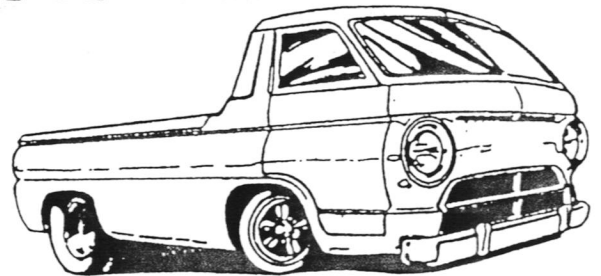
*Merry*

*Christmas*

## MELISSA'S MINUTES

- I. December meeting is nominations meeting. December 15th, 1996 @ Car-B-Q's. Eating and greeting @ 12:30 & meeting @ 2:00.
- II. Rev. and Mrs. Mopar are moving and we will need someone new for the "Grease Pit".
- III. Ford Club.
  - A. They want to swap judging at next years shows.
  - B. They sent a thank you for MCMC help and participation at the Ford Club drag race.
    - a. they stole the traveling trophy from us.
    - b. must get back in spring.

## KIM'S KORNER



KIM IS OUT SICK THIS MONTH.

WE HOPE SHE  FEELING BETTER SOON.

**FOR SALE:**

MOPAR PARTS, MOSTLY A-BODY. WHAT DO YOU NEED? CALL JAMES AFTER 6 P.M. 615-860-9691

'86 SLANT SIX ENGINE. NEEDS BUILDING. \$100 CALL BUTCH AFTER 6 P.M. 615-746-5874

DODGE 4X4 POWER STEERING GEAR BOX. \$100 CALL BUTCH AFTER 6 P.M. 615-746-5874

1972 SATELLITE MAKE GOOD RACE CAR OR PARTS CAR. VERY STRAIGHT. \$700 CALL DAVID AFTER 6 P.M. 502-475-4086

1966 383 ENGINE \$100 CALL DAVID AFTER 6 P.M. 502-475-4086

1971 BODY SERVICE MANUAL AND CHASIS SERVICE MANUAL, LIKE NEW. \$50 CALL DAVID AFTER 6 P.M. 502-475-4086

NEW HEADMAN HEADERS FOR SMALL BLOCK A-BODY. \$50 CALL DAVID AFTER 6 P.M. 502-475-4086

1971 DUSTER 340 MATCHING #'S, AUTO, PDB, PS, CAN RUN & LOOKS GREAT! \$6995 CALL DAVID AFTER 6 P.M. 502-475-4086

1967 CORONET DELUXE, .030 OVER 440, TORQUEFLITE, 3.55 GEAR, TOO MUCH TO LIST. \$3800 CALL REV AFTER 6 P.M. 876-8903

I HAVE A GARAGE FULL OF PARTS AND NEED TO GET RID OF THEM. CALL REV. AFTER 6 P.M. 615-876-8903.

360 BLOCK W/ CAPS, CRANK, DAMPER, .040 K.B. PISTONS W/ STOCK RODS, 4BBL HEADS W/ 1.88/ 1.60 VALVES. NEEDS A GOOD HOME. \$400.00 CALL BILL 615-449-1260

1953 DODGE PICK UP. CALL JIM WILSON 615-373-1820.

452 HEADS W/ STK PORTS AND 2.08/1.74 VALVES, NEW H.D. CRANE SPRINGS, M.P. LOCK AND RETAINERS, STK ROCKERS, HARD SEATS, OPEN CHAMBER. STRONG HEADS W/ ABOUT 4,000 MILES \$300.00 CALL BILL 615-449-1260

1973 DART SPORT 340. REBUILT '68 340, FORGED PISTONS, STEEL CRANK, M.P. 280-.474 CAM, X HEADS W/ HARD SEATS, REBUILT TRANS, NEW 3.55 SURE GRIP, NEW POLY BUSHINGS, NEW

EXHAUST, RALLY RED, NEW SEAT AND CARPET, SONY AM/FM CASS., SOLID CAR, MUST SEE. \$6500 NEG ROBERT 615-329-8954.

WELD PRO STAR WHEELS. 15" RIM, 12" WIDE W/ 5" BACK SPACING. \$275.00 FOR PAIR. CALL BILL 615-449-1260

1988 SHELBY DAYTONA. NICE CAR. CALL KEVIN CARDWELL. 502-782-9635.

1988 D-100 SHORT BED. 318 MOTOR, ALUM. INTAKE, HOLLEY 650 VAC 4BBL, P.S, P.B., 999 AUTO, A/C, M.P. ELECTRONIC IGNITION, JET HOT COATED HEADMAN HEADERS, 2 1/2" FLOW MASTERS, DRAW BAR TRAILER HITCH, BRAKE BOX, 16" '95 MODEL DODGE CHROME WHEELS AND WRANGLER TIRES, TACH AND GAUGES, RECENT BRAKES AND BALL JOINTS, NEW RED PAINT, RUNS GOOD, SOUNDS GREAT, AND PASSE'S EMISSIONS. \$4000.00 CALL BILL 615-449-1260.

**WANTED:**

1967 FAST BACK BARRACUDA - FRONT END CLIP. CALL DAILY AFTER 2:30 P.M. BOBBY 205-764-2067.

4.88 POSS. 8 3/4" CHUNK. CALL BUTCH AFTER 6 P.M. 615-746-5874.

FOUR PISTON BRAKE CALIPER, DRIVERS SIDE FOR A-BODY. CALL DAVID AFTER 6 P.M. 502-475-4086.

**CHRISTMAS GOODIES**

MOPAR MUSCLE \$14.97 PER YEAR	815-734-6026
MOPAR COLLECTORS GUIDE \$22.00 PER YEAR	504-926-6954
MOPAR PERFORMANCE \$18.00 PER YEAR	800-348-4696
MOPAR ACTION \$12.47 PER YEAR	212-807-7100
HIGH PERFORMANCE MOPAR \$17.97 PER YEAR	201-712-9300
CHRYSLER QUARTERLY \$16.50 PER YEAR	614-481-0064
CHRYSLER POWER \$19.75 PER YEAR	818-914-9111