

Music City Mopar Club

VOL. 8 No. 1

Printed Courtesy of Dale's Quick Print

January, 1997

Monthly Feature

MEMBER'S MOPARS



ONE LAST JOB

THE LAST OFFICIAL ACT OF THE '96 BOARD WAS TO FIND AND BUY A NEW TRAILER TO STORE OUR CAR SHOW TENTS, TABLES, CHAIRS, ETC. WE SAW SEVERAL DIFFERENT KINDS WITH DIFFERENT QUALITY LEVELS AND BOUGHT WHAT WE THOUGHT WAS THE BEST QUALITY TRAILER FOR THE MONEY. IT IS WELL CONSTRUCTED COMPARED TO MOST AND DID LEAVE A LITTLE SOMETHING IN THE BANK FOR NEXT YEAR. IT WILL BE AT THE NEXT MEETING ON SUPERBOWL SUNDAY JAN., 26TH AT CAR-B-Q'S FROM 12:30 - 3:00. COME SEE IT. BUTCH HAS DONE SOME NICE MODIFICATIONS TO THE INSIDE TO HOLD ALL THAT STUFF AND IT REALLY WORKED WELL. HE ALSO GOT THE MCMC LOGO ON THE SIDE AND IT IS IMPRESSIVE. WE WILL BE INDUCTING OUR NEW BOARD MEMBERS: BUTCH, GARY, DALE AND DENNY AS WELL AS PICKING THE MCMC MEMBER OF THE YEAR. BY THE WAY, JAN 18 & 19 IS THE NASHVILLE AUTOFEST AT THE TENN FAIRGROUNDS. WE WILL BE GIVING A TROPHY THIS YEAR. ALSO PLEASE NOTICE THE CE LETTER FORM BARBARA AMANN ONE OF THE OLDIES 96.3 CHRISTMAS GIFT RECEIPTS. ONE LAST THING, EVERYONE ON THE '96 BOARD WISHES EVERYONE ON THE '97 BOARD A GREAT YEAR. WE HOPE YOU HAVE AS MUCH FUN AS WE DID.

BIG BLOCK BILL

Dear Mr Bradley and Mopar Club Members:

Thank you so very much for granting my Christmas wish. (WRMX Radio's Christmas wish) I can't thank you enough for paying my December rent at Heritage House Apartments. I have a hard time financially from month to month. This help out so much

I hope someday I can repay this money back to you.

In Christian love
Barbara Amann

In This Issue

Member's Mopars

Kim's Korner

Mostly Old Part & Relics

Rev. Mopar's Pulpit Greasepit



Rev. Mopar's Grease Pit

BREATH IN - BREATH OUT

I guess we've all heard that before. The doctor tells us to "breath in, now breath out". When we are sick that simple command can be the most trying thing on earth to accomplish... Why? Because some germ or virus has taken up residence and decided to alter things to their liking. So what does this have to do with your Mopar? Pretty simple, really. If it cannot breath in and out its health will be jeopardized. Lets explore...

To take the breathing process seriously we have to break it down into components. For ease of understanding i have decided to take the components one by one, even though they belong to one of two distinct families - intake or exhaust.

The intake process actually begins prior to the air breather assembly. That's right, your eyes do not deceive you... The path the incoming air takes as it approaches the breather is as much a consideration as almost any other aspect of the entire breathing process. For example, if you have a carb that is less than an inch from the hood, you cannot get the requisite amount of air through the horn of the carb? Make sure you have plenty of room under your hood to allow the free flow of cool air. You don't suppose all those RAM AIR tricks were just for looks do you?

Crucial to a street machine and strip car is introduction of fresh air to the air horn of the carb. This can be accomplished by using a breather with a paper element or a velocity stack on a race car. Make sure you have a good element. K&N makes probably the best elements for a strong muscle car. Even your everyday Caravan can benefit from such an element. For racers a stub stack will help to efficiently channel air into the horn of the carb. Your choice of carb is of course crucial. Small carbs will have snappy response, but lack big end grunt. While big carbs will have it on the tall end and sacrifice some at the bottom. But wait! Is this common addage always true? Nope! If you have poor air dissemination, a carb may seem too small or too big (rarely). Be sure your air inlet is sufficient to supply the demands of your carb. Since the air horn is the first thing the intake breath sees, be sure it is of a configuration that will enhance

the entire process. For example a Holley pro series carb of 750 cfm will easily out perform a holley street series double pumper. Why? Because its design takes into account controlling velocity and volume of the incoming air. How? P shaping the air horn to accomplish this task.

Manifolding is an art that has gone back into the realm of "Dark Science". Common thought was that dual plane intakes produce torque while single plane intakes produce top end power. But today with the advent of M-1 intakes and others this philosophy has had to be revised. Some of the new dual plane intakes are hanging tough all the way to 6200 rpm, while some of the new single plane intakes are showing good torque as low as 1800 rpm. In any event if you take care and port match (gasket match in most cases) an intake to about one inch up each runner, you will produce some added enjoyment (if you know what i mean). This holds true for stock intakes. And for you collectors, judges do not have x-ray vision.

Your intake ports and valve bowl area are of great importance. The use of a nail head or tulip style of the same size as stock will enhance performance. If you are really creative, get an M.P. porting kit and modify the bowl area for added power. If you are a real horsepower seeker, try a valve with a smaller stem size (like Bill Bradley did on his Moby Mirada heads - modified Chevy vales) Added flow will be yours. This equals added performance.

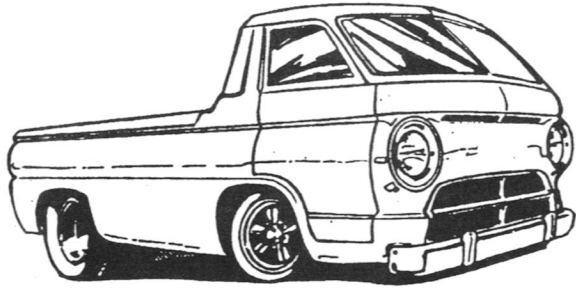
A little knowledge is a bad thing, someone once said. But on the exhaust side a big valve isn't the way to go unless you are going to the track. Here a good bowl port and a small diameter valve will accomplish as much or more than a larger valve.

We all know that headers out perform manifolds, right? DO THEY REALLY? In some applications a manifold will out perform a header. On a big block a '67 thru '71 exhaust manifold will out perform all common street headers. Hooker and Headman being the possible exceptions. The '68 thru '70 340 manifolds will out perform all headers except the comp versions by Hooker, Headman, and Stahl. Surprised? There is a condition here. They will outperform headers in a full exhaust application. Crack the manifold open for racing, kill the power... Open headers and VIOLA, a tenth or two.

From the manifolds/headers back I defer to my good friend Robert Vachunek who knows better than anyone that there is no substitute for a good exhaust system. Don't cut corners here. See Robert for the kind of tubes that will make the most of your Mopar's performance.

Peace,
Rev.

KIM'S KORNER



AKA Ladies Choice

Hi There,

I hope all of you had a safe and happy holiday season. We sure did. Although, New Year's Eve was kind of quiet. (Kinda like waiting for the other shoe to drop. Know what I mean?). '96 was a tough one to get through. But because of all of your support, and encouragement, we made it. Our sincere thanks to each and every one of you for being there for both Ron and myself. You really don't know how much it meant to us.

As you know, I'm not running for reelection in the '97 season. I am going to be spending a lot more quality time with Ron, and some other family members who need some extra TLC during their tough times. The last two years I have spent as your Vice President have been really fun. I can only hope you enjoyed it as much as I did. I have met a lot of great people, not just our club members, but other clubs, sponsors, and Mopar nuts in general. I sure have learned a lot. One can never know enough about our Mopars, can we?

I'd like to thank Bill, Mike, Melissa, and Robert for all the hard work they did. Even though all of them were terribly busy due to work schedules, they did an outstanding job. Thanks goes out to Butch too. He once again came to my rescue when I needed a ride or when I called looking for Mopar

info. Dale Qualls. Wow, what do you say to a guy that puts up with a computer illiterate person like myself. THANK YOU FOR ALL YOUR HELP!!!

I'd especially like to thank Ron for all he did. He went above and beyond the call of duty to drive me around the world and back again, going to meetings, club functions, locating sponsors, taking me to out of town car shows to pass out show fliers. In fact, while I taped the Bristol show, HE passed out several hundred fliers. What a guy!!! He helped out at our car show, having chest pains. In fact, even though he was hiding his health problems, he always tried his best to make sure I was happy and healthy. And yes, when he had his light heart attack I did fuss (quite loudly) at him for covering up the symptoms. I'm not trying to make light of the situation, but the man is like the Energizer Bunny, he keeps going and going and going. The man is truly remarkable. And he'll never know how much I do appreciate him. Not just for supporting me in my Club functions and other hobbies, but for all the support he has given me. Ron, thank you from the bottom of my heart for all you do and all you have done.

Heard through the Mopar grapevine that a tornado ripped through Gary Wilkersons place. Thank God Gary and Linda weren't hurt. They have major damage to their house and garage. And minor damage to "the car". Please keep them in your thoughts and prayers.

Butch says if you were at the December meeting you saw our new trailer. Well, if you want to see our "new and improved" trailer, be at the January ELECTION meeting to get a look at it again. It doesn't look like the same one. (From what I have found out, it's not like looking at the same trailer!)

This is my last Kim's Korner too. From the calls I have gotten, there are several people fixing to start writing their own articles. Way to go guys!

The Music City Mopar Clubs Family Cookbook will be at the January meeting for \$5 each. Call a new board member after that to get one Thanks to all who contributed to it.

See you around! STAY SAFE AND BE AWARE!!!
Kim

MOSTLY OLD PARTS AND RELICS

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. '69 'CUDA FRONT END. \$75 '69 CUDA HOOD W/ 6 PACK SCOOP \$150 '67-'69 CUDA TRUNK LID \$25 2 '67-'69 DOORS W/ MARGAURD WINDOWS, NORUST \$175 FOR PAIR '69 HP .040 OVER 383 W/ 10.25 TRW PISTONS CAN COMPLETE TO YOU SPEC \$975 383 W/ WEIND PERFORMER INTAKE \$125 KYB GAS ADJUST SHOCKS \$75 NEW B-BLOCK DISTRIBUTOR \$75 '68-'70 HP EXHAUST MANIFOLDS \$75 '73-'92 BIG BLOCK TRUCK EXHAUST MANIFOLDS \$250 CALL REV. AFTER 6 P.M. 615-876-8903.

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 CAR-

PET, SONY AM/FM CASS., SOLID CAR, MUST SEE. \$6500 NEG ROBERT 615-329-8954.

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 PASSES EMISSIONS. \$4000.00 CALL BILL 615-449-1260.

SMALL BLOCK TRUCK HEADERS. \$25 CALL BUTCH AFTER 6PM 746-5874.

DEMON'S FAULT! CALL ROGER FOR SPECIFICS. TRAILER AND CAR \$14,5000. DAYS 254-5922/ NIGHTS 865-0299.

'75 HOOLEY 2245 2 BBL CARB AND INTAKE OFF 360 W/ AIR CLAENER AND A/T SHIFT LINKAGE. CALL LEE 615-373-1315.

PAIR OF 3" DYNOMAX SUPER TURBO'S W/ TURN DOWNS. ABOUT 4000 MILES. \$40 CALL BILL 615-449-1260.

PAIR OF NEW MARSHALL 24" TALL STREET LEAGAL FRONT RUNNERS FOR 15" WHEELS. \$65 CALL BILL 615-449-1260

22' ENCLOSED RACE TRAILER, 4500WATT GENERATOR, POWER WINCH, POWER JACK, FINISHED INSIDE. \$3500 CALL JERRY 615-754-4241

'68 DART GTS BLACK BUCKET SEATS, GREAT SHAPE \$150 '68 BARRACUDA DASH PAD, UPPER & LOWER \$60 CALL JOEY 615-444-7170

WANTED: THE FOLLOWING ITEMS ARE BEING SOUGHT AFTER. CAN YOU HELP?

AIR CLEANER FOR CARTER THERMOQUAD. CALL LEE 615-373-1215

DAKOTA TRUCK. CALL JIM PRESLEY AT HERMITAGE LANDING 615-889-7050

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.

8 3/4" SURE GRIP CALL BUTCH AFTER 6:00 P.M. 615-746-5874