

Music City Mopar Club

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Monthly Feature

MEMBER'S MOPARS

A couple of years ago, I wrote an article on my Jeep Comanche for the Members Mopars cover story. In this article, I stated that I was looking for an old Mopar, but the right one hadn't been found yet. As fate would have it, I found the Mopar I was looking for which is a "1966 Plymouth Barracuda".

The Pro-Street Barracuda will be equipped with a 360 C.I. engine with a Mopar Performance Purple Shaft Cam - Weind Tunnel Ram and 2 - 4's, 727 transmission, 3500 stall - Art Morrison Ladder Bar Suspension and Roll Cage, 5:13 Sure Grip, 19.5"x 33" Sticky Mickeys for the rear, centerline convo pro wheels, Hooker Headers, Auto meter gauges, Wildwood disc brakes, and lots more goodies. (Too many to mention.)

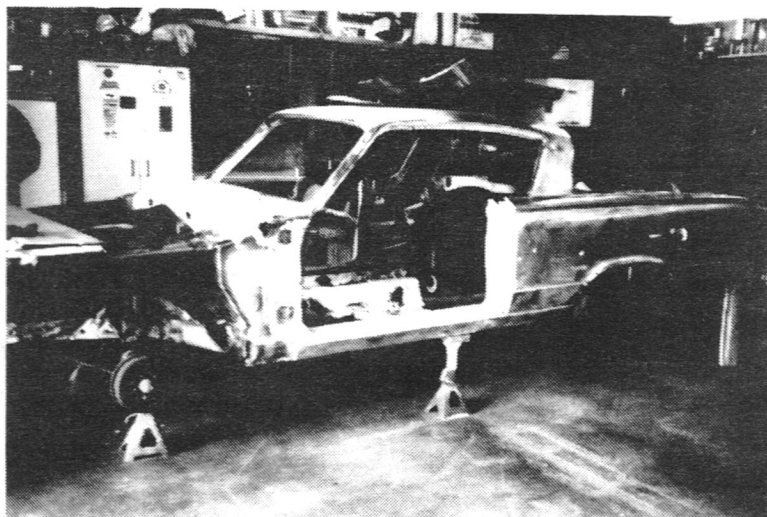
The paint will be dark Rosewood Pearl Metallic. Interior: undecided. To turn this car into a Pro-Street Machine was beyond my wildest dreams, but with the support and help from my wife, Wanda, my son, Scott, my buddies: Butch, George, Kenny, Garry, and Dale, this dream will come true. (Some-day)!! I hope to have the car completed by the September 1998 Mopar Show.

I want to give a special thanks to Butch for the endless hours he has put in on this car, whether it be traveling to find parts, or skinning knuckles installing the tubs. Somehow, it's all been fun and after all, that's what a hobby is for.

Mopar Forever,
Denny K. Richardson,
Financial Secretary



BEFORE



AFTER

Why I Like Mopars

After reading Garry Wilkerson's article on his 1958 Plymouth, it really made me wonder why I had an attraction to Chrysler cars.

It all began in 1962 when my dad bought a new 1962 Plymouth Belvedere Station Wagon. It was big, beige, and ugly. He sold meat to restaurants and hospitals and needed the wagon to deliver with.

My dad travelled 50-60 thousand miles a year and really abused his cars by making them a family car and a delivery truck at the same time. Because of the miles he drove, he had to trade cars every two years and each car he traded in all Chryslers by the way had never given him the first problem and to get that many miles out of a car in those days was really some accomplishment.

When I was old enough to drive, I really got interested in Drag Racing and wished I was able to compete with those guys. My favorite classes were the stock and super stock and later on the Pro Stock Classes. Names like Judy "Miss Mighty Mopar" Lilly, Butch "California Flash" Leal, Bob "Dodge Material" Marshall, Ronnie "Mr. 4 Speed" Sox and the real exhibitionists in the bunch, Bob "Hemi Underglass" Riggle and Bill "Maverick" Golden. These guys and gals were the cream of the crop in their classes and most powered by the "Elephant Motor", the "Hemi".

The circle tracks had the "King" in his bright blue #43. He had first place and every one else raced for second and back. How could a true "Motorhead" not be influenced by all of this?

My car reminds me of the NHRA wars of the mid 60's to early 70's and I guess that's why I'm so proud of it. I rescued it from being scrap metal and from two very large German Shepherds that called my car their home. The slept inside and were chained to the door handles. After many dollars and several months of Butch Price's time, it's what you see today.

In closing I would like to say I've really enjoyed our car club and have met a lot of super nice people and have made many wonderful friends and I think we have the premier car club in this area and look forward to the coming year as your events director. Our club is only as good as the active members, so be an active member and make the club even better.

Dale McDaniel, Events Director

P.S. What's your story?

Hello, MCMC Members

I would like to take this time to let each of you know your new board members are going to do everything we can to make the MCMC even better than it already is. We have come up with some new ideas that we hope will please the membership. If they do or don't, let us know, your opinions and ideas are valuable to us. In the last newsletter, we started the "WHY I LIKE MOPARS", "QUESTIONS AND ANSWERS" and "DID YOU KNOW". Next month, we want to recognize our members birthdays. So if you would like to be recognized on your special day, please give me a call at 615 824-9028. (You don't have to give the year)

Your V.P.

Garry Wilkerson

Did You Know?

*There were only 1500 Dodge Dakota Shelby's made. Club Member *Rusty Ralston* has Dakota Shelby number 1054 and is all original.

*All *Hard Rock Cafes* in the world, except Nashville, use a 1959 Cadillac as their theme car. Nashville *Hard Rock Cafe* uses a 1958 Plymouth Belvedere.

Questions

1. What year was the Dakota Shelby introduced?
2. Did Richard Petty ever have his name above his race car door?
3. When and where did Richard Petty win his last race in a Mopar?
4. Who was the last driver to compete on NASCAR'S GN/WC series in a Mopar?
5. In the 6 years Street Hemi Production run, how many camshafts were available?
6. Did Richard Petty ever drive a Dodge?

T/A AAR

(Tech Advise and Auto Research - MOPAR, that is)

Getting A Brake!

by Keith Pettit

Hey, fellow Moparites! If your like me, a little short on cash but mechanically inclined, maybe I can be of some assistance.

This month I will attempt to walk you through a little "do it yourself" brake work. Let's focus on the rear, drum brake work. This seems to be the brake repairs that most people save for the pros because there are so many little springs and parts to lose or confuse. So let's have a look.

Basically there are two types of drum brakes, servo and non-servo. The two are easily distinguished by the location of the star adjuster. On servo type, the adjuster, the long threaded part with teeth, is at the bottom between the brakes shoes. On non-servo it is just below the wheel cylinder, between the shoes. Either type is easy to fix with the proper tools. Brakes tools are relatively inexpensive and will save both time and the skin on your knuckles. You can get them at Pep Boys, Auto Zone, etc.

Tip number one; Never disassemble both sides at the same time. You may have to refer to the assembled side to remember which springs and such goes where. Tip 2; Always have the brake drums machined turned. This will provide a new seating surface for the new shoes and eliminate any unwanted noises during brake application. It's kinda the same principle of honing the engine cylinder walls to seat new piston rings. Tip 3; Inspect your wheel cylinders for brake fluid leakage around the rubber boots. If brake fluid is evident, replace the wheel cylinders. Bleed the system after you have reassembled the brakes. For rear wheel drive applications, be leary of defective axle seals and replace if needed, you may want to leave that to the pros if you've never done that. Tip 4; Check the emergency brake cables for free operation. These tend to get rusty and freeze up thus creating various problems with the rear brake system.

During disassembly and reassembly you will notice in most cases one shoe will have less/shorter friction material. The one with less is the primary shoe and always goes on the front. The longer shoe is the secondary and goes on the rear. Removal and installation of the spring is a snap with the tools. Observe the spring position and reinstall the way the came out. You can get 'em backwards. Be sure to run the star adjuster all the way in after

removal. It may be necessary to lubricate the treads.

After you've got it back together you will have to adjust the brakes. This is important because if the rear brakes are not properly adjusted and no doing their job they can cause the front brakes to over work and over heat, thus causing squeaks and possible warpage of the front brake rotors. This is accomplished by lengthening the star adjuster. Turn the adjuster out until the drum has a slight amount of drag to it. After that, your done!

If your not sure you want to get into this, have pros look at it and make the necessary repairs before you try it yourself. It will save you time, money and sanity. . .and oh, yes! you won't tick off the mechanic that has to pick up the pieces and fix the mess.

I'll leave you with a couple of preventive maintenance tips. Use your parking/emergency brake regularly to keep your cables from sticking. On non-servo brakes this also aids in keeping the rear brakes adjusted properly. Last but not least, use only DOT 3 brake fluid unless otherwise specified by the manufacturer. Using anything else will contaminate the system and cast you dearly.

Mopar 2 ya!

Keith Pettit

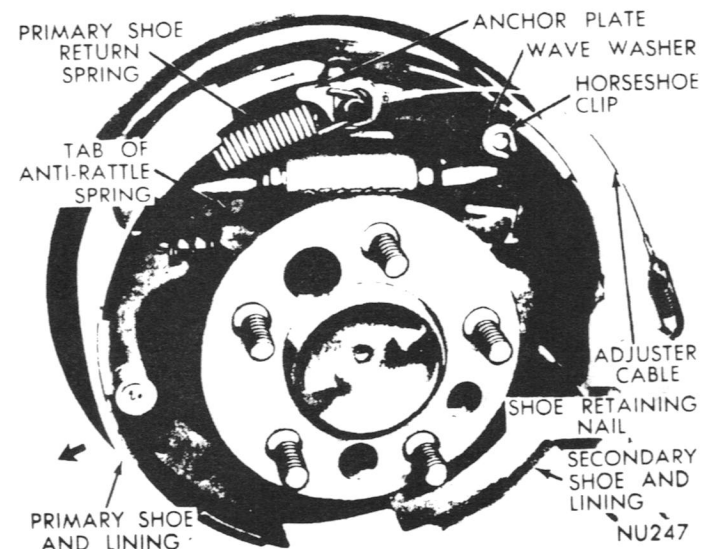


Fig. 10—Installing Brake Shoes (Left Rear)

Mopar Find-a-Word

Eric Steinman

c h a i r l e p n g i c h e r e i s y r r h c n
 l a i r e p m i c h e r e i s y r r h c n
 e l m x p y a s a t w e l y o l m o r k i s f m
 b b z r i a a c p o r k r a l v n d u k l i d d e r e p r i u b t b c
 a k e l i a d d y r t f u r h r a f a l n o d e i k y e e v a e s b o b e r d e s l v e i d c i a r r o b o l u s t e q
 r o e m p f i o f r i f r c h a b a r e e y e e m y e e s e n e a b n e s e r o m b o m m k p m u s t
 n a m p r i a d d i r u f t r h r a f a l v n d u k l i d d e r e p r i u b t b c
 e m r i e a d d i r u f t r h r a f a l v n d u k l i d d e r e p r i u b t b c
 r d r e a d d i r u f t r h r a f a l v n d u k l i d d e r e p r i u b t b c
 e r i b i l i p i p l a n o k y o l c n f r c h a b a r e e y e e m y e e s e n e a b n e s e r o m b o m m k p m u s t
 u r b r e i l i p i p l a n o k y o l c n f r c h a b a r e e y e e m y e e s e n e a b n e s e r o m b o m m k p m u s t
 n e p r e i l i p i p l a n o k y o l c n f r c h a b a r e e y e e m y e e s e n e a b n e s e r o m b o m m k p m u s t
 e v s u s f i x i z a r e s w e e m y e e s e n e a b n e s e r o m b o m m k p m u s t
 a d s u f i x i z a r e s w e e m y e e s e n e a b n e s e r o m b o m m k p m u s t

- | | |
|------------|------------|
| AAR | GTX |
| Adventurer | Imperial |
| Barracuda | Lebaron |
| Belvedere | Monaco |
| Challenger | New Yorker |
| Charger | Newport |
| Chrysler | Plymouth |
| Coronet | Polara |
| Cuda | Roadrunner |
| Dart | Satellite |
| Demon | Savoy |
| Desoto | Scamp |
| Dodge | Sport Fury |
| Duster | Superbee |
| Firedome | Superbird |
| Fireflite | Valiant |
| Firesweep | Windsor |

The installed centerline can easily be changed, by degreasing your cam with bushings or as most do now, with your crank sprocket.

I own an E-body with a 440, 2 x 4 tunnel ram and meshless 5 speed. My cam is a crower solid lift grind with lifts of .609 on intake and .620 on exhaust, duration of 324-330 degrees (276-281 at .050) and centerline of 108 degrees. This cam was machined beautifully and I installed it as was stated on my spec card, from crower at 104 degrees. My engine blueprints out at 11.8 to 1 compression ratio and I have always been happy with this cam.

The most important point of this article is to select your cam wisely and install it at the manufacturer recommends. Most company's will even custom grind you a cam profiled for a little more money. If you really want maximum horsepower, you could buy what I call an experience grind. The top engine builders in the country offer custom ground cams. From their vast experience with racing engines, they can predict fairly close to the exact horsepower your engine will produce. In my opinion, the two top engine builders of Mopar race engines are Ray Barton, in Pennsylvania and Dick Landy in California. Barton's custom cams are ground by comp. cams in Memphis from his specifications and Landy's profiles are ground by crane. The exact profiles of their cams come from their vast experience and knowledge of what makes power and they usually know what to do. Which ever you decide, ask questions and hopefully you will make the right decision.

Thanks!

Tommy Bane

Lets Welcome Our New Members

101 James Parrinello
1012 Blue Ridge Pkwy
Goodlettsville, TN 37072
615 264-3854

102 David Hatela
1070 West Main Street #420
Hendersonville, TN 37075
615 826-1341

Harold Brown
3250 Washington Ave.
Bedford, IN 47421
812 277-1316

FYI

I want to thank everyone that attended the March meeting. Some of the members brought their cars and lots of people stopped by to look. I have had one call from Bedford, Ind. from a prospective member because of the car display.

We now have a host motel for the car show. It is the Budget Host Inn at 2500 Music Valley Drive. Room rate is \$55+tax for 1-4 persons. You must mention Music City Mopar Club for the special rate. Reservations must be made by September 1 as rooms are limited. The phone numbers are as follows: Local 889-8235,
Long distance 1-800-388-3066.

This motel is within walking distance of the show site. For our 1997 Show we have scheduled an outdoor concert and sock hop with music by the Shades. The Shades is a local band that performs classic hits of the 60's. This will be at 6:00 pm on Saturday Night, if weather permits, and will last at least until 10:00 pm.

Warm weather is here and we need to plan where our meetings will be held. We are open to suggestions.

The April meeting will be held at John Andretti's on April 27. Meet and eat at 12:30. Official meeting will start at 2:00 pm. For you new members this is on Music Valley Drive in the Music Valley Village Shopping Center. Watch for the sign on the left at the Fiddler Inn.

We are getting plenty of members involved in the newsletter but we still need Members Mopars for the cover.

The show fliers are in the process of being printed. As soon as they are ready you need to keep some in your vehicle to pass out to anyone with a Mopar.

If anyone is interested in subscribing to a good Mopar magazine, we have some promotional cards for Mopar Collectors Guide. They will donate money to the club every time someone sends in a subscription. See me at the meeting or call me and I will send you one. This magazine gives you a nationwide classified for free if you are a subscriber. I can tell you from experience that these ads work.

See you at the meeting

Butch

FOR SALE

'67 Formula S Hood with Chrome inserts has surface rust but is useable. Left & Right doors, one has glass, the other doesn't - \$150 for all 3.

'70 Charger Automatic console for \$50. 383 HP from '69 Road Runner has '68 date code & 906 Heads complete, less exhaust manifolds which I may have access to, make offer, will trade for '71 Challenger parts. Need flexplate for 4-speed, 4-speed drive shaft, RT hood or body man to repair rust on mine. 367-5020, Mike, 7-10pm week-night, anytime weekends.

WANTED

Good trunk lid for 1966 Barracuda, I believe '64 & '65 will work, call Butch 746-5874.

WANTED

for '72 Challenger, front lower grill, front bumper filler (goes in corner), clutch safety switch, call Wayne 615 444-1521 (evenings).

FOR SALE

'73 Dodge Dart Sport show car, beautiful solid black paint, custom gray vleur interior trunk, 318 V8 Edelbrock, 650 Holley, braided hoses, M.P. V.C's, auto, PS, PB, solid satin finish wheels, 61K actual miles, must see, only \$5000, Paris 901-644-3080.

FOR SALE

'70 Plymouth Road Runner Convertible show car, fully restored, featured in Mopar Collector's Guide Aug. 1993, have complete history, was Chrysler Executive Car new in Memphis, 1 of 787 built, B7 Jamaica Blue w/white top, blue interior, dust trail strips near go wing, 5 Goodyear polyglass tires w/ magnum wheels, 383 4bbl HP, 727 auto, PS, am/fm, tic toc-tach, driven to all shows, too many awards to list, asking \$18,500, Paris 901 644-3080.

FOR SALE

'68 Road Runner, 2-dr hardtop show/go, 383 4bbl HP, 727 auto, Magnum wheels, 63K actual miles, original spare, restored, slightly modified, extra parts, virtually rust free, dark forest green, car since new, have compete history, \$11,000, Paris 901-644-3080.

ANSWERS

1. 1989
2. No
3. July 4, 1977, Daytona
4. Buddy Arrington
5. 3
6. Yes

TECH TALK

This months topic is camshafts. The cam is a very important part of an engines total performance potential. If selected and installed properly you and your engine will be very happy. If you need a stock replacement or slightly larger cam, the purple shaft line of Mopar Performance is hard to beat. They are well engineered, offer excellent power and are perfect for show cars, high-performance street cars and some race cars. Many come with lifters in a kit form and are reasonable priced as well. If these meet your requirements then you will be happy.

But, what if you need more or simply want a alternative to factory cams. I think the after-market has you covered. The brands to choose from are so many I'll only name a few. They are Competition Cams, Crane, Crower, Lunati and Hughes Engines. Competition Cams and Lunati are both located in Memphis. Crane is in Daytona Beach, Fl. Crower is in California and Hughes in Illinois.

All these company's can fill your needs, but if you desire another brand there is an abundance to choose from. By all means shop around, ask questions to your friends, if they don't know, find someone who does. If you have no experience with engines, ask several people to get more opinions on the subject. In many cases the cam company's tech personnel can help. The main problem with most choices made is the buyer is not open enough with the supplier about the use of the vehicle. Daily driver or race car, be thorough and tell the manufacturer your planned use for his product. Some can offer an amazing degree of power in a wide array of applications. A reasonably stock type cam installed correctly can really open your eyes. A very large cam, under the right conditions can offer tremendous power, when thought out and properly set-up. The rear gear, transmission, clutch and torque converter, and chassis will cause a huge difference if correctly chosen. But the grind of the cam must be matched to your intended use. Lobe centerline plays a significant part in your installation. The higher the number of the centerline, to an extent, the higher the cylinder pressure will be. For example, a cam with 114 degrees centerline will have more pressure that a cam with 106 degrees. This is the overlap, both valves are actually slightly open at the same time and low and medium RPM this bleeds off cylinder pressure. That is why some engines might actually have a true compression ration of 12 to 1, but the cam bleeds the pressure down to much lower limits. This engine might be driven on the street with premium fuel and octane booster. A low number lowers cylinder pressure, a high number raises pressure or keeps it up at normal limits. The cam you choose will come with a spec. card which will tell you the lobe centerline and the installed centerline, The lobe centerline cannot be changed, it is ground into the cam.