

# Music City Mopar Club

VOL.8 NO. 8

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Monthly Feature

## MEMBER'S MOPAR



All American Racecar (AAR)  
340 Transam series engine  
727 automatic transmission  
3-2 barrel Holley carbs  
Chrysler 6 pack Highrise intake  
special heads with offset rockers  
power steering cooler  
oversized radiator  
front disc brakes  
front & rear sway bars  
355 pos.trac. diff  
factory "free-flow" exhaust headers  
rear mount antenna  
15x7 rallies

**The first time** I saw an AAR Cuda was at our club event in LaVergne. I couldn't believe my eyes, what a CAR!!! After checking out the car from bumper to bumper, I realized that somehow, someway I would get one. Within the next few months I found my car in Tullahoma,Tn. It no longer ran but it was a true AAR. When I called the man I told him I would be there saturday morning. As the boys and I drove to Tullahoma, I wondered how good or bad the car really was. As we rounded the corner I got my first real look at her and decided in my mind that she was mine. Close inspection revealed that the car still had it's original paint and stripe!! (although a bit worn after 20 years) The car was basically rust free. The owner opened the trunk, it looked like oil had spilled all over, it was nasty & grimy. But I knew that the oil had probably protected the metal inside for years. The interior was ragged out, even mice holes in the head liner. Some parts were missing and the car was tired and worn out. It seemed to say "my owners have run me to death". I patted her on the fender and in my mind said to the car "you may look like junk to most people but you're a diamond in the rough to me". Three years later I rolled Old Man Cuda out of the garage for his rebirth. He now looks and acts like a teenager again.

**John Dodson**  
Franklin,Tn.

## FYI

Show Time- Show Time. That time is here again. We need all the members we can get to help out at the show. As Dale said in his letter, it is smoother with more people to work. The pressure is less on everybody. It makes for a better show all around. Effective with the October newsletter, we will have a newsletter editor. Keith Petitt has volunteered to produce and edit our newsletter. You will need to send him all of your future articles and classifieds as far in advance as possible. He needs Members Mopars for the next month and any Winning Ways you know of. His address is printed below. We all wish him the best! As voted on at the August meeting, club members WILL NOT be eligible for any of the door prizes drawn from the ticket stubs. You CAN win by the question & answer method that the DJ usually does. The October meeting will be a "The Show is Over" celebration at Wayne Hall's residence. The club will furnish the hamburgers and hotdog's, members to bring everything else. (Potato salad, baked beans, drinks, ice, etc.) The discussion on the 98 show was postponed until the October meeting to see how this years show goes. Be there to make your input heard for the show next year. We are also including a questionnaire in the goody bags to all participants for their suggestions to make our show bigger and better.

See you at the Sept. meeting

Butch Price

### Keith Petitt

106 Circle Drive

Portland, TN 37148

## T E C H T A L K

### Hello,

This month's topic is cylinder blocks. I'll talk about the B/RB and Hemi blocks this month. The B/RB blocks are basically the same. The Hemi block has added passages to accommodate the pushrods and oil drainback from the heads. Also, the center main caps are cross bolted through the sides of the block. Until you have examined these different blocks closely they all look alike. To just look at a bare block sitting on a shop floor, it would be easy to mistake one for the other. Mopar offered some of the strongest blocks ever cast in the automotive industry. Although nothing is truly "bullet proof", Chrysler redesigned and beefed up their blocks as problems arose. Despite the different dimensions of the low deck (B) and high deck (RB) series of blocks most major components will interchange. The most common parts swap between these engines would have to be the cylinder heads. The heads from wedge blocks all interchange. These heads could even be used on a Hemi block if the top row of bolts were drilled and tapped for a wedge pattern. Although, I can't imagine anyone wanting to do this. On the other hand Hemi heads can be adapted to wedge blocks. The biggest problems are pushrod clearance and the top row of head bolts. There is not enough material available in this area to drill holes for head bolts.

In the past I have seen pictures of blocks, which have had bosses welded in place for this purpose. It is probably not the strongest proposition, but it is possible. Keep in mind that Mopar used high grades of iron in their blocks and heads and of all the big three, their components can be weld repaired the best. The other major concern is pushrod clearance. The intake pushrod can be easily cleared, but the exhaust is not so easy. A deep groove must be ground into the deck surface and tapered down into the lifter valley. If you go this route plan on some block welding, because you will hit water. There is an alternative. A company called Stage-V offers it's own heads and special rocker gear, which requires only minor grinding of the block and works very well instead of using stock heads. The oil drainback is accomplished by simply using exterior return lines in both cases. Don't forget that the cams will not exchange between Hemi and wedge motors. The lobes actuate different valves because of the port layout. *(Continued on next page).*

To use a crankshaft from other size engines, the biggest obstacle is main journal size. The B block main bearings are 2.625 inches in diameter. The RB main bearings are 2.750 inches. A favorite trick now is to use a long stroke RB crank in a B block. To accomplish this the large journal mains of RB crank must be turned down or the main bores in the block must be align-bored to the larger size. With this ability of today's machine shops almost anything is possible. If using an RB crank in a B block, check for stroke clearance and the counter weights clearing the bottoms of the cylinders. The deck height difference is a major change in these blocks. The height for a RB block is about 10.725 inches, the low deck height is about 9.98 inches. This is measured from the deck to the center-line of the mains. The easiest way to identify a low deck from a high deck block is to look at the water pump housing mount. On a low deck block the deck surfaces are even with the top of the pump mounting boss. on a high deck block the decks rise about .750 above the pump mount boss. A big block Mopar looks like no other engine. The distributor layout, shape of the valve covers and that big oil filter pointing straight ahead sets it apart from all others. Naturally this engine is at home in a race car as well as a street car. Mopar has always been involved in drag racing and had a big reputation for making power. Even to this day, they are the baddest engines ever built. How many other manufacturers engines can produce 6,000 horse power? I know that today's top fuel engines are high tech, but the basic design is the same and most stock parts bolt right on. There have been many upgrades, but when you consider the pressure pumped into these blocks, it is amazing that they stay together at all. No other car company has ever produced anything that can take it. Thirty years later it is still king and I think that is a great accomplishment. It was a great foundation for a great engine. The best block ever produced.

By the way, the nationals are coming up and Indy is a great show. It's only about 300 miles away, so if you can possibly go, try your best to make it. You'll really love it. The dates are **August 8,9,10.**

Thanks,

Tommy Bane

TA AAR -Technical Advise and Automotive Research...*Mopar that is.*

Let's "C"



Let's do something a little different this month for the T/A-AAR column. Wadda ya say we discuss something a little less popular that everyone will appreciate; hopefully. Let's talk "C" bodies. Yeah, I know....most of us don't care a lot for the land yachts, barges, floats etc., but, hey there are some pretty cool boats out there. The truth is, there were a lot of Plymouth fury's and Dodge Polar's etc. with big blocks in between the fenders. It took a lot of power to pull these heaping masses of metal.

Most likely your grandparents or parents, depending on your age, had one of these. I recall many-a-trip to the department stores, with my mon and my "Granny", riding in the back seat of a Green 318 powered 1973 Plymouth Fury III. Not much to look at but it obviously rode good because I seemed to fall asleep in it every time. Some of these big mopars are actually worth collecting. The 2 doors and convertibles make really nice cruisers and the majority of them were equipped with all the latest creature comforts, seeing as they were aimed at the luxury car market. Another plus is the fact that most of these cars were owned by older people so they got driven less and were usually very well taken care of. So finding one in good shape is relatively easy to do. But, as far as special cars of (dare I say it?) rare c-bodies go, there were a couple to note.

How about the 1970 300 Hurst? There were only 501 2 door hard tops built and a scant 2 convertibles! How's that for rare? They were powered by Chrysler's 440 TNT motor and backed by a 727 Torque Flite tranny. All of them were painted the traditional Hurst White with gold accent stripes. They also sported custom wheels. A pretty radical ride for a C-body huh?

Quick Trivia question! What year did the first Aspen appear? Give up? 2 hints, (1) It wasn't on F-body; (2) It wasn't put out by Dodge. (hum Jeopardy theme). The correct response is 1973. Plymouth issued a Plymouth Fury, for the "Snowbirds", and called it the Aspen. They were white with a light blue stripe and a snowflake. They came with snow tires and were available with big block power to haul ya up the slopes. I've never seen one in person, only pictures. But, being from Tennessee would explain that. I don't claim to be a C-body fan myself, but there are some cool ones out there. So, I hope you enjoyed the info and found it entertaining.

"C" ya later

Keith Pettit





For sale; 1938 Dodge Bros. 1 1/2 ton truck. Conventional, straight, solid and complete body. Would make a great

hauler for a RACE or SHOW car. From OK. \$ 2900.00 OBO Call Buck 1- 423-986-1740 Loudon, TN.

For sale; 4 doors for a 1949 DeSoto and Grill Good shape \$100.00 for all  
Call Buck 1-423-986-1740 Loudon, TN.

For Sale; 1936 Dodge 3/4 ton Pickup. Ready for restoration. New correct belted Firestone tires included.  
\$1200.00 OBO. Call Harry Parker 889-2339

77 Dodge D350 Dually 67,000 original one owner miles. AC, AUTO, PS, simulators, sleeper  
\$ 6500.00 call 865-0962

78 Dodge Aspen XXtra nice condition 2 door body LESS ENGINE with WELD wheels  
\$ 2000.00 865-0962

1970 Plymouth Roadrunner Convertible- Show car, fully restored, featured in Mopar Collectors Guide 8/93.  
Have complete history. Was a Chrysler Executive car new in Memphis. 1 of 787 built. B7 Jamaica Blue  
with white top, blue interior, dust trail stripes, rear go wing, 5 Goodyear polyglass tires on Magnums,  
383 4bbl HP, 727 auto, PS, AM/FM, Tic toc tach. Driven to all shows, too many awards to list, asking  
\$ 18,500 call (901-644 3080) Paris, Tn. Fred Furman

1968 Plymouth Roadrunner- 2 dr. hard top show/ go 383 4 bbl. Hp, 727 auto. Magnum wheels, 63,000  
actual miles, original spare, restored, slightly modified, extra parts, virtually rust free, dark forest green.  
Owned since new, complete history, asking \$ 11,000.00 (901-644-3080) Paris, Tn. Fred Furman

## FUTURE EVENTS

MCC Autofest 97' Saturday October 4, 1997 Roberts Stadium, Evansville, IN.  
Info MCC Autofest, P.O. Box 3934, Evansville, IN 47737

## Welcome New Members

# 109 **Dustin Stevenson**  
4715 W. 45th Ave;  
Gary, IN 46408  
219 678 -8740

# 113 **Raymone Ross**  
1601 Herman St. Apt. A-2  
Nashville, TN 37208  
615 329-1069

# 110 **Otis McDaniel**  
512 Vantrease Rd.  
Madison, TN 37115  
615 865- 9441

# 114 **Reginald Yates**  
3230 Doverside Dr.  
Nashville, TN 37207  
615 650-0940

# 111 **Aaron Anderson**  
1440 Quarry Rd  
Mt. Juliet, TN 37122  
615 75-4137

# 115 **Rob Keeler**  
144 Baldridge Dr.  
Cottontown, TN 37048  
615 672-0003

# 112 **Charles Hobson**  
922 Riverside Dr;  
Nashville, TN 37206  
615 262- 9383

Change of mailing address  
# 0011 **Clarence & Linda Martin**  
P.O. Box 160736  
Nashville, TN 37216-0736