

Music City Mopar Club



VOL.8 NO. 10

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JAN, 1998

EDITO R/TALK

GREETINGS AND HAPPY NEW YEAR

I LOVE THE HOLIDAY SEASON BUT I'M GLAD IT'S OVER. OLD SANTA MUST WORK FOR YEAR ONE TOO, CAUSE HE BROUGHT JUST WHAT I WANTED, CHARGER PARTS!

WELL, ON TO BUSINESS. IT'S A BRAND NEW YEAR, AS YOU THROW OUT THE OLD AND BRING IN THE NEW, YOU TEND TO PLAN FOR THE FUTURE WITH A RENEWED INTEREST. I PLAN TO CONTINUE MY QUEST FOR A NEWSLETTER THAT IS FUN AS WELL AS INFORMATIVE EACH MONTH. BUT IT'S HARD TO ACHIEVE THIS WITHOUT INPUT FROM OUR CLUB MEMBERS. AS YOU CAN SEE MY COLUMN IS ON THE FRONT PAGE WHERE MEMBERS MOPARS USUALLY IS. THE NEWSLETTER NEEDS MEMBERS MOPARS AND WHY I LIKE MOPARS ARTICLES. EVEN IF YOUR PENMANSHIP ISN'T UP TO SNUFF, I'LL BE GLAD TO WRITE YOUR ARTICLE, JUST CALL ME, IT'S MY JOB AND I'M ALWAYS HAPPY TO TALK MOPARS. REMEMBER NO ARTICLES MAKES FOR A DULL NEWSLETTER.

BUT DON'T STOP THERE. GET INVOLVED IN YOUR CLUB. GET ON THE CAR SHOW COMMITTEE, COME TO THE MEETINGS. A CLUB IS ONLY AS STRONG AS IT'S MEMBERS. I KNOW IT'S HARD TO FIND TIME. I HAVE TO FORCE MYSELF TO SIT DOWN AND MAKE THE NEWSLETTER HAPPEN. THE OFFICERS ALSO HAVE TO DEVOTE A LOT OF TIME TO THE CLUB FUNCTIONS. BUT IT'S NOT THEIR JOB TO CARRY THE WHOLE LOAD. THE MUSIC CITY MOPAR CLUB IS A TEAM EFFORT. WE APPRECIATE ALL THE HELP WE CAN GET FROM OUR MEMBERS.

SO NOW AS 1998 IS HERE, LET'S MOVE FORWARD AND MAKE IT THE BEST YEAR FOR MCMC. CALL ME WITH YOUR ARTICLES AND SUGGESTIONS

THANKS,
MOPAR 2 YA!
KEITH PETITT

ATTENTION

MEMBERS WITH NUMBERS 1-115 MUST RENEW YOUR MEMBERSHIP BY THE JANUARY MEETING.

FYI

THIS WILL BE MY LAST LETTER TO YOU AS CLUB PRESIDENT. I STILL PLAN TO BE AN ACTIVE MEMBER AND TRY TO HELP THE CLUB AS MUCH AS POSSIBLE.

WE WILL HAVE THINGS TO VOTE ON AT JANUARY'S MEETING CONCERNING THE 98 SHOW SO PLEASE PLAN ON ATTENDING. TIME IS GETTING SHORT FOR COMPLETING THE FLIERS AND GETTING EVERYTHING LINED UP FOR THE SHOW.

THE JANUARY MEETING WILL BE HELD AT MEINEKE MUFFLERS AT 960 MAIN STREET, SUNDAY THE 25TH, ACROSS FROM HUNTERS CUSTOM AUTOMOTIVE. THE CANDIDATES FOR 1998 CLUB OFFICERS ARE

PRESIDENT: BILL BRADLEY, VICE PRESIDENT: WAYNE HALL, FINANCIAL SECRETARY: MIKE BOER
EVENTS DIRECTOR: ROBERT VACHUNEK, ELECTION WILL BE HELD AT JANUARY'S MEETING

Butch

ALL THE MEMBERS OF THE MUSIC CITY MOPAR CLUB WOULD LIKE TO EXTEND THEIR SYMPATHY TO CLUB MEMBER CARL HARVEY AND HIS FAMILY. HIS WIFE EVELYN PASSED AWAY DECEMBER 20 TH 1997 OUR THOUGHTS AND PRAYERS GO OUT TO HIM IN HIS GREAT TIME OF LOSS.

HELLO,

THIS MONTH'S TOPIC IS THE DESIGN AND DURABILITY OF THE SMALL BLOCK CYLINDER HEAD, WHICH WAS AN EXCELLENT CASTING AND VERY DURABLE. THE CHAMBER SHAPE, WHICH IS CONSIDERED A WEDGE, HAS A VERY SMALL WEDGE SHAPE BUT REALLY ISN'T A SMALL CHAMBER. DEPENDING ON WHICH HEADS YOU USE (IE, 273, 318, 340, 360) THE CYLINDER VOLUME WILL VARY FROM 60 TO 75 CC'S OR MORE. HOWEVER, THIS VOLUME CAN BE DECREASED BY MILLING THE SURFACE OF THE HEADS AND REMOVING MUCH OF THIS OPEN AREA. IF YOU'RE BUILDING A HOT MOTOR THIS WOULD PROBABLY HELP. THE PORT SIZE ON NEARLY ALL MOPAR HEADS WERE ALWAYS DESIGNED CONSERVATIVE TO CAPITALIZE ON LOW TO MID-RANGE TORQUE. AFTER ALL THESE ENGINES WERE REGULAR PRODUCTION AND HAD TO PERFORM WELL IN DAY TO DAY USE. THE FLOW OF THESE HEADS CAN BE INCREASED BY A SIMPLE GASKET MATCH AND ALSO BY BOWL WORK BEHIND THE VALVES. CONSIDERING THE PORT DIMENSIONS, THESE HEADS WERE CAPABLE OF TREMENDOUS POWER. I HAVE READ THAT WHEN THE 340 HEAD WAS BEING DESIGNED, TIME LIMITATIONS DID NOT ALLOW ENOUGH TIME FOR A STUDY ON OPTIMUM VALVE DIAMETER, SO THE ENGINEERS HAD TO COPY ANOTHER BRAND'S SPECS; AND WENT WITH THE 202-160 COMBINATION. JUST AS WELL, SINCE THE ENGINES HAD SIMILAR DISPLACEMENTS AND COMPARABLE POWER LEVELS. THE ENGINEERS DID STUDY SOMETHING ELSE, WHICH WAS THE ANGLE OF THE VALVES IN RELATION TO THE PORTS. THIS ANGLE WAS DECIDED TO BE 18 DEGREES FOR IT'S ABILITY TO FLOW THE MOST AROUND THE VALVE AND ALLOW THE PISTON TO DRAW IN MORE AIR AND FUEL. FOR THOSE OF YOU WHO KEEP UP WITH NASCAR RACING YOU MIGHT BE SURPRISED TO FIND OUT THAT ABOUT 25 YEARS AFTER THIS HEAD WAS DESIGNED, IT'S VALVE ANGLE WAS USED TO HELP A CERTAIN RACE CAR GO EXTREMELY FAST. A FEW YEARS AGO WHEN THE NUMBER 3 CAR (CHEVY) BECAME ABLE TO PULL OUT OF THE DRAFT AND PASS SIX OR EIGHT CARS AT A TIME, MOST PEOPLE THOUGHT HE WAS CHEATING. HE DIDN'T HAVE TO CHEAT, HE JUST USED THE SUPERIOR DESIGN OF THE MOPAR HEADS. FOR ABOUT A SEASON OF RACING HE HAD POWER WHEN OTHERS DIDN'T, FINALLY OTHERS FOUND OUT ABOUT THE "NEW CHEVY" HEADS AND COPIED HIM. ALL THESE CARS NOW USE THE 18 DEGREE HEADS, WHICH IS EXACT ANGLE THAT CHRYSLER USED ON SMALL BLOCKS ALL THOSE YEARS AGO.

THE STRANGEST ASPECT OF SMALL BLOCK MOPAR HEADS IS THE NUMBER OF BOLTS. EACH HEAD HAS TEN AND REMARKABLY IS NOT PRONE TO BLOWING HEAD GASKETS. THE GASKETS MUST BE CLAMPED WELL BECAUSE OF THE TORQUE SPEC. OF ABOUT 95 FT/LBS. FOR WHATEVER REASON, I'M AMAZED THEY HOLD UP AS WELL AS THEY DO. MOST MANUFACTURERS ENGINES, INCLUDING MOPARS, HAVE FIVE BOLTS AROUND EACH CYLINDER. THIS IS ACCOMPLISHED BY UTILIZING BOLTS BETWEEN CYLINDERS TO PROVIDE CLAMPING FOR THE ADJOINING CYLINDER. THESE BOLTS ARE ARRANGED IN A STAR PATTERN AROUND THE OPENINGS TO PROVIDE UNIFORM PRESSURE AROUND THE GASKET. THE PERFORMANCE OF THE SMALL BLOCK CANNOT BE OVERLOOKED. IT IS AN EXTREMELY POWERFUL ENGINE, MUCH OF DUE TO IT'S HEADS. ONE MORE PERFORMANCE ASPECT OF THE SMALL BLOCK IS NOT RELATED TO THE HEADS, I'LL MENTION IT BECAUSE NASCAR ENGINE BUILDERS ALSO USE IT TO ADD POWER IN CHEVY ENGINES. IT'S THE ROD LENGTH. A 340 IS 6.123 IN. A 350 CHEVY IS 5.7 AS TIME WENT ON THEY CHANGED TO 6 AND NOW THAT THEY USE 18 DEGREE HEADS THEY'VE GONE TO 6.125. AS USUAL MOPAR HAD EXCELLENT DESIGNS BUT THE PUBLIC WAS MOSTLY BLIND TO THIS AND THE ONES THAT DID BUY MOPAR WERE LUCKY. SADLY, MOPAR IS MISSING FROM NASCAR BUT SOMEDAY WILL RETURN AND "KING RICHARDS" TEAM WILL LEAD THE WAY AGAIN. HE WAS THE BEST AND ALWAYS WILL BE AND WILL BE REMEMBERED FOR DRIVING A MOPAR FOR MOST OF HIS CAREER. IN FACT HE DROVE HIS LAST MOPAR SEVERAL YEARS AFTER IT WAS ACTUALLY ELIGIBLE TO RACE. NASCAR BANNED THE CAR AND THAT WAS THE BEGINNING OF THE DECLINE OF HIS COMPETITIVE CAREER BUT HIS LEGEND AND THE LEGEND OF THE MIGHTY HEMI'S AND WEDGES HAD ALREADY BEEN ESTABLISHED, WE ALL KNOW THE REST.

THANKS,
TOMMY BAIN

NEW MEMBERS

#0145 CARLTON BURNETT RT. 1 BOX 291 PELHAM, TN. 37366 931-467-3263

#0146 ROBERT TORRANCE 1510 FAIRFIELD RD. WESTMORELAND, TN. 37186 615-888-2163

UPDATE

RICK MAYERS AKK LASTING IMAGE 5329 1/2 CHARLOTTE NASHVILLE, TN. 37209

UPCOMING EVENTS HUNTERS AUTO EXPO FEB 13-15 TN. STATE FAIRGROUNDS

9TH ANNUAL SMOKY MTS. MOPAR SHOW

JUNE 6TH 1998

NORTHVIEW OPTIMIST PARK

SEVIERVILLE, TN.





FOR SALE; 1937 PLYMOUTH PICKUP ALL ORIGINAL EXCEPT 12 VOLT ELECTRICAL SYSTEM AND

VELOUR INTERIOR RUNS BUT NEEDS BRAKE WORK \$5000.00 ALSO NUMEROUS 440 ENGINES AND OTHER MOPAR CARS AND PARTS CALL FOR AVAILABILITY

WANTED BIG BLOCK,CABLE SHIFT 727 TRANNY PAUL 502-726-8652W OR 502-726-3787H

FOR SALE; 1969 CHARGER SE 318,AUTO,PS,PB,AC,82,000 2ND OWNER MILES \$5,000.00
615-297-1814

FOR SALE; 67-69 A-BODY BARRACUDA PARTS-AM THUMBWHEEL RADIO \$75,HOOD W/TURN INDICATORS AND INSERTS \$125,POWER STEERING COLUMN & WHEEL(CONSOLE SHIFT) \$80 HEATER ASSEMBLY UNIT NON-AC \$75, WIPER MOTOR \$25, FLIP OPEN CHROME GAS CAP \$20 REMOTE DRIVERS OUTSIDE MIRROR \$50, DAY/NIGHT MIRROR \$15, GLOVEBOX DOOR \$25 HEADLIGHT BEZEL LEFT SIDE \$25, DEFROSTER GRILLES BLACK \$20, REAR RED ROUND SIDE MARKER LIGHTS PAIR \$20, A/C INTERIOR UNDERDASH VENT ASSEMBLY \$35, REAR DELUXE (W/WOODGRAIN) BLACK INTERIOR PANELS W/ARMRESTS (68) \$60 PAIR, STAINLESS WINDSHEILD MOULDING SET \$100

68-69 DART ITEMS HEADLIGHT BEZELS \$100 PAIR, LEFT & RIGHT FRONT FENDERS \$250 EA. GRILLE (68) \$75,TAILLIGHT BEZELS \$100 PAIR, DECKLID \$100

73-76 A-BODY PARTS-340/AUTO 26" RADIATOR & SHROUD \$160, FRONT & REAR WHITE INTERIOR PANELS \$150 SET, DELUXE GLOVEBOX DOOR \$25, BLACK ARMREST PADS \$30 PAIR BLACK SUNVISORS \$30 PAIR, V8 K-FRAME WITH MOUNT BRACKETS \$160

67 GTX/SATELLITE PARTS; LEFT & RIGHT FRONT FENDERS \$250 EA., CORRECT V8/AUTO RADIATOR AND SHROUD \$160, TAILLIGHTS \$120 PAIR

68 GTX/RR/SATELLITE PARTS; RIGHT & LEFT FRONT FENDERS \$300 EA.

CALL CHRIS DEMSKY 404-239-2362 OR 770-725-5502

FOR SALE; 67 BARRACUDA FASTBACK, NEW 360 & 727 WITH SHIFT KIT, NEW FLOORPANS AND CARPET 8 3/4 323 SUREGRIP 650 HOLLEY RALLEY WHELLS WITH NEW TIRES, BUCKET SEATS, DUAL EXHAUST \$3200.00 OBO 615-746-9510

FOR SALE 94 DODGE SHADOW ES- RED 4 DR, 65,000 1 OWNER MILES,2.5,AUTO,TINT,AM/FM CASS.,PW,PDL,AC,PM. \$5,000.00 OR ASSUME NOTE 615-746-9510

FOR SALE; 73 CHARGER -360,NEW TRANS,FLOOR SHIFT SLAPSTICK,NEW FRONT SUSPENSION AMERICAN RACING WHEELS,AIR SHOCKS,RUNS GOOD,NEEDS PAINT \$2000 615-746-9510

FOR SALE; 72 DEMON BODY- NO ENGINE OR TRANNY,SMALL BLOCK 3 SPEED CAR WITH 8 3/4 SOME RUST IN QUARTERS-GOOD FRONT CLIP WITH SNORKEL HOOD & GRILLE \$300 615-746-9510