

# Music City Mopar Club

MARCH

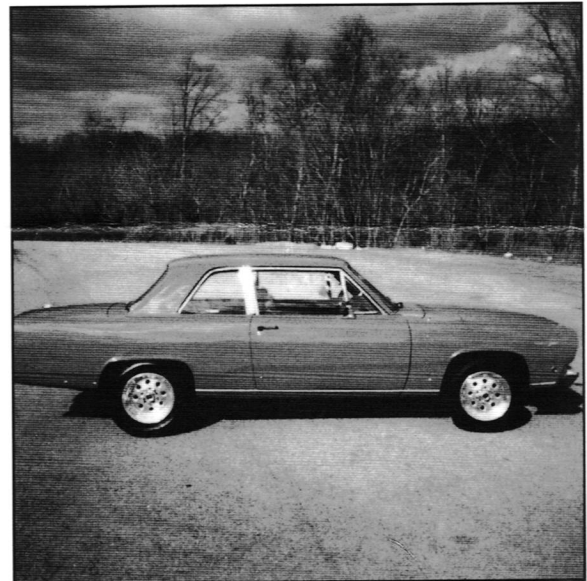
1998

Monthly Feature

## *MEMBER'S MOPARS*

### THE HULK

THIS CAR IS A WORK IN PROGRESS. IT IS COMING ALONG QUICKLY, BUT IT IS NOT QUITE THROUGH. WE TRADED FOR THIS '68 VALIANT IN GREEN BRIER, TN. HE GOT OUR '87 DODGE POLICE PACKAGE DIPLOMAT AND WE GOT A LOT OF WORK TO DO. IT WAS ORIGINALLY A 273 CAR WITH AIR, BUT HAD A 360 WHEN WE GOT IT. IT HAS A 750 HOLLEY DOUBLE PUMPER ON AN ALUMINUM DUAL PLANE INTAKE. THE HEADERS, BORLAS AND DUAL EXHAUST WERE HANDLED BY ROBERT VACHUNEK AT MEINEKE. THE TRANS IS A 904 T-F WHICH WAS JUST REWORKED BY CHUCK VAUGHN. A NEW HIGH STALL CONVERTER WAS ADDED. THE FRONT END HAS JUST BEEN GONE THROUGH WITH THE HELP OF THE STUDENTS IN CHUCK'S CLASS AT GLENCLIFF HIGH SCHOOL. AND THE FRONT BRAKES WERE CHANGED TO LATE MODEL A-BODY DISCS AS PART OF THE FEBRUARY TECH SESSION. THE REAR END HAS BEEN REPLACED WITH AN 8 3/4 WITH A 4.30 SURE GRIP. WE HAD TO LOCATE A LITTLE REPLACEMENT SHEET METAL FOR THE RIGHT REAR QUARTER FROM AN ORGAN DONOR CAR. IT IS NOT IN THE YEAR ONE BOOK. THE SASSY GRASS GREEN PAINT JOB WAS HANDLED BY FITZI AT TOUCH OF COLOR IN MT. JULIET, TN. AND LOOKS KILLER. AND WE CAN'T FORGET THE HELP DAVID JONES GAVE AND THE LOAN OF



HIS GARAGE. THERE ARE SEVERAL THINGS LEFT TO DO LIKE SUPER STOCK SPRINGS AND CHANGING THE STEERING OVER TO A MANUAL UNIT. ALL IN ALL NOT TOO BAD FOR A COUPLE OF MONTHS WORK. AND YES IT HAS BEEN TO THE TRACK ALREADY. IT RAN A BEST OF 8.87 @ 77 MPH IN THE 1/8 MILE AS THE 30 YEAR OLD LEAF SPRINGS LET THE TIRES SPIN ALMOST TO THE 60 FOOT MARK. WE LOOKING FOR 8.50'S ON THE MOTOR. OH, AND WHAT ABOUT THAT BLUE BOTTLE IN THE CORNER OF THE GARAGE ?

PEYTON HIBDON, SR.  
PEYTON HIBDON, JR.

## THE BIRTH OF A MOPAR LOVER

MY FIRST ENCOUNTER WITH A MOPAR WAS WITH A GOOD BUDDY OF MINE NAMED SCOTT RUSKE. SCOTT AND I RODE AROUND TOGETHER WHEN I WAS 14. HE WAS DATING MY SISTER BETH. SHE DIDN'T THINK IT WAS COOL FOR HER YOUNGER BROTHER TO HANG AROUND SO SHE GAVE SCOTT AN ULTIMATUM: HER OR ME. WELL SHE DIDN'T LIKE CARS TOO MUCH SO HE PICKED ME.

SCOTT HAD A '67 BUICK WITH AN ALUMINUM V-8 UNTIL IT GOT WRECKED. THEN HE BOUGHT A COUPLE OF OTHER BRAND X CARS. BEFORE ALL THESE BRAND X'ERS HE HAD A '70 DART 340 THAT RAN BETTER THAN ALL OF THEM. SO HE STARTED LOOKING FOR A NEW MOPAR AND FOUND A '76 ASPEN SE. THIS CAR HAD EVERYTHING AN OLD LADY WOULD WANT, BUT IT WAS IN GOOD SHAPE. AFTER ABOUT TWO WEEKS, ON A TRIP TO HIS BROTHER'S, HE BLEW THE MOTOR. WE REBUILT THE 318 AND TOOK IT TO THE TRACK, OVERHEATING IT ON THE WAY. AT THE TRACK THE 2.94 GEARED CAR RAN 14.90'S. IT COULD HAVE BEEN BETTER. TURNS OUT IT SPUN A ROD BEARING WHEN IT OVERHEATED. ON INSPECTION IT LOOKED BAD.

AFTER A FEW MILLION DORITOS AND COKES AND A WORN OUT \$50 360 IT WAS BACK TOGETHER. WITH A HONE JOB IT WAS PUT BACK STOCK EXCEPT FOR THE 280 COMP CAM AND INTAKE AND CARB SET UP. WE WENT FOR A RIDE AND KNEW IT WAS A LOT BETTER. AT THE TRACK IT TURNED 13.90'S. WHEN I TURNED 16 I PUT MY 110# BUTT BEHIND THE WHEEL. WHEN I MASHED THE PEDAL ON THE METAL THE REAR TIRES PUT UP A CLOUD LIKE WET LEAVES BURNING. YOU COULDN'T SEE A THING. IT WAS COOL! THAT WAS THE MOMENT I BECAME A MOPAR MAN! I THOUGHT MOPARS WERE IT AND THERE WAS NO EQUAL.

ABOUT THIS TIME I HAD A SMALL ITEM GET IN MY WAY; MY FIRST LOVE. THEN ANOTHER SMALL OBSTACLE WAS BORN, MY SON SHANE (ANOTHER MOPAR NUT IN THE MAKING).

MY FIRST MOPAR WOULD HAVE TO WAIT. IT WAS A '79 1.7 LITER PLY. HORIZON, WOW!!! WHAT A RUSH TO DRIVE. BUT, THIS WAS ONLY THE FIRST OF MANY TO COME. AFTER A COUPLE OF YEARS SCOTT TOLD ME HE WAS GOING TO SELL THE ASPEN. SO I BOUGHT IT FOR \$900. A GOOD DEAL SINCE HE HAD PUT LOUVERS, SPOILERS, AND PAINT ON IT. MAN I THOUGHT I OWNED THE ROAD. WELL, AT LEAST STOP LIGHT TO STOP LIGHT. SINCE THEN ABOUT 10 YEARS AND 30 MOPARS HAVE COME AND GONE. MY LOVE IS STILL FOR FAST MOPARS AND MY WIFE TRACY AND KIDS SHANE AND MARIAH WHO HAVE STOOD BY ME THROUGH IT ALL. MY NAME IS ROBERT VACHUNEK AND I KNOW MOST OF YOU KNOW WHAT I DRIVE. IT IS A BRIGHT YELLOW '68 PLY VALIANT AND I STILL OWN THE ROAD!!!

## FYI

I HOPE EVERYONE ENJOYED THE LAST MEETING. I WANT TO THANK THE HIBDONS FOR LOANING US THEIR CAR AND EFFORTS FOR THE A-BODY FRONT END TECH SESSION. ALSO CHUCK VAUGHN FOR HIS EXPERTISE, TIME, TOOLS, EQUIPMENT, GARAGE, PATIENCE, ETC. AND THANKS TO ROBERT VACHUNEK FOR LETTING US USE THE MEINEKE GARAGE AGAIN. I THOUGHT THEY ALL DID A GREAT JOB. WE WILL TRY TO SCHEDULE OTHER TECH MEETINGS. WE HAVE A COUPLE OF EVENTS THIS MONTH. FIRST ON THE 21ST WE WILL BE HAVING A CRUISE IN MT. JULIET. THE MEETING TIME AND PLACE ARE 4:00 P.M. AT THE CRACKER BARREL AT I-40 AND MT JULIET RD. WE WILL CRUISE TO THE SONIC DRIVE IN A FEW MILES AWAY. SHINE YOUR RIDE AND JOIN IN. THEN LATER IN THE MONTH ON THE 29TH WILL BE MEETING AT THE FROSTY FREEZE IN GREEN BRIER ON HWY 41 FOR OUR REGULAR CLUB MEETING. AS USUAL MEET & GREET IS AT 12:30 AND THE MEETING STARTS AT 2:00 P.M. SEE YOU THERE.

BIG BLOCK BILL

## *Show Coverage*

This is something new for me. My plans are to do show coverage and drag race coverage throughout the year. The first show I attended this year was Hunter's Custom Expo at the Tenn. State Fairgrounds on Feb. 13<sup>th</sup>, 14<sup>th</sup>, and 15<sup>th</sup>. Move in day was Thursday, Feb 12, so I knew it was going to be a long weekend. The show went well. I met and talked to a lot of nice people who owned all types of cars and trucks. There were four club members' cars entered in the show; Allen Balk, Scott Young, Terry Carter and myself. The cars are classed on Friday night and judged on Saturday night. They have unusual names for classes, I guess this way everyone wins something. These are some pictures that I made over the weekend. Not all of these pictures are of Mopars. If you want to see more Mopars, enter yours in the show.



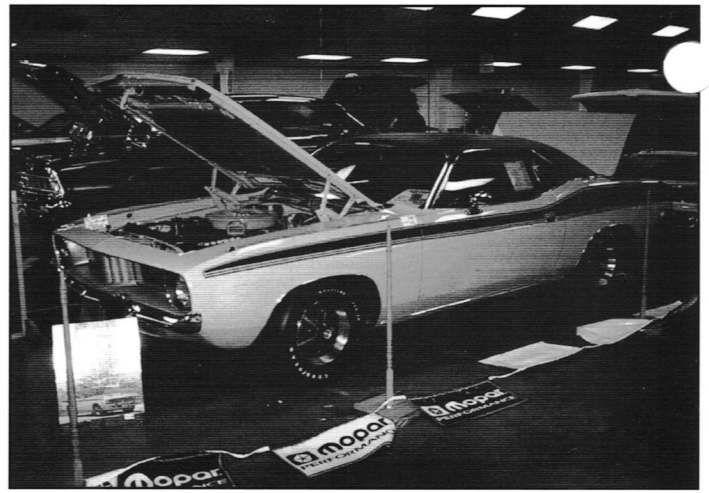
Mike Davenport  
'34 Ford Roadster  
Music City Mopar Club  
Award For  
Best Of Show  
**(Super Nice Car)**

Terry Carter  
'69 Dodge Charger  
2<sup>nd</sup> Special Interest Moterized  
**(Where's Miss Daisy?)**





Scott Young  
'71 Challenger  
1<sup>st</sup> Late Current Restored  
(Vicky worked all day on Thursday to set this display up)



Wayne Hall  
'73 Cuda  
1<sup>st</sup> Production Restored  
(My Personal Favorite)



Allen Balk  
'71 Challenger  
1<sup>st</sup> Late Current Restored  
(I know it's clean. I saw Betts cleaning  
the tires with a toothbrush)



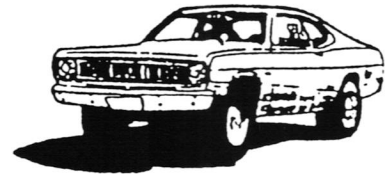
Dennis Sarvis  
'63 Pontiac Bonneville  
**Mopar Want-A-Be**  
Good Friends of Al & Betts Balk

I hope you enjoyed this article. Hopefully next month I will have some Drag Race Coverage. In this newsletter there is a copy of our membership application. If you meet someone who wants to join, give it to them. There is also a form to use for the car or truck of the month. Send yours in.

Thanks,  
Wayne Hall  
Vice President

# Music City Mopar Club

## MEMBERSHIP APPLICATION



PLEASE PRINT OR TYPE

NAME: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

ADDRESS: \_\_\_\_\_ AGE: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

NEW MEMBERSHIP \_\_\_\_\_ RENEWAL: \_\_\_\_\_ If renewing, what is your current membership number? \_\_\_\_\_

**YOUR MOPAR(S) INFORMATION:**

YEAR	MAKE	MODEL	VEHICLE I.D. NUMBER
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

STOCK OR MODIFIED?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

RETURN WITH \$24 ANNUAL MEMBERSHIP FEE TO:  
 MUSIC CITY MOPAR CLUB  
 P.O. BOX 625  
 MADISON, TN. 37116

Make Checks Payable to:  
 MUSIC CITY MOPAR CLUB

Membership is \$24 per calendar year (January thru December), or \$2 per month. (Example: Joining the first of June will cost \$14 and the renewal will be due in January of the following year.)

NOTE: Regular club meetings are held on the 4th Sunday of every month and start at 2:00 P.M. Locations will vary and are determined at the previous months meeting. The newsletter you receive will contain information about the upcoming meeting.



# “Car/Truck Of The Month”

## We Want Your Car/Truck!!!

The Music City Mopar Club wants to **feature your vehicle** in a future newsletter. To do so, we obviously need some information (a Hemi crank fell on our crystal ball!!). We know there are many MCMC members out there who are very proud of their vehicles and want to tell the world about it. You may think this a good idea but you are shy about your writing talents. Initial comments we have heard is that people have no difficulty talking about their “rides” but writing is not always your strong point. This is where MCMC newsletter editors can offer some assistance.

While we would certainly prefer that you write the article in your own words, we have put together the enclosed questionnaire to get you/us started on an article. This asks some of the basic questions concerning your vehicle. If you are a proud of your vehicle as we think you are, fill out the questionnaire and we will try to help with the rest. Remember we also need **sharp** color or black & white pictures!

Fill out the enclosed information and return it to the MCMC at P.O. Box 625, Madison, TN 37116. If necessary, someone from the newsletter staff will contact you for additional details and we will do our best to assemble an article that will do you car/truck justice.

**Owner:** \_\_\_\_\_ **Phone:** \_\_\_\_\_

**Make:** \_\_\_\_\_ **Model:** \_\_\_\_\_ **Year:** \_\_\_\_\_

**Engine:** \_\_\_\_\_ **Transmission:** \_\_\_\_\_ **Rear End:** \_\_\_\_\_

**Color Exterior:** \_\_\_\_\_ **Interior:** \_\_\_\_\_

**Significant Options:**

**Special Features:**

**History**(humorous or not)

(attach Additional Pages if Necessary)

The Special Features should include any information such as unique engine or drivetrain components or unique body or interior features.

The History section should be used to talk about the background (always a Sunday driver, etc.) or information covering the pain & pleasure of a restoration.

To do this type of feature we need your assistance ( and **pictures**). **Help us out!**

# Music City Mopar Club

## MEMORIAL MADNESS DRAG RACE !!!

MAY 24TH, 1998      GATES OPEN AT 11:00 A.M.  
AT MUSIC CITY RACEWAY ON UNION HILL

\$ 10.00	STREET CARS FOOT BRAKE ONLY      10.00 & UP	TROPHY
\$20.00	HEAVY BRACKET FOOT BRAKE ONLY	CASH
\$25.00	PRO / SUPER PRO DELAY BOX / LINE LOCK 9.99 & DOWN	CASH

ALL MAKES WELCOME  
RUN WHAT YA BRUNG  
FIRST ROUND BUY BACKS IN ALL CLASSES  
CAN DRIVE FOR SECOND HARVEST FOOD BANK  
SEE YOU THERE !!!

# MOPARTS

## FOR SALE:

1972 DODGE DART SWINGER	\$500
1975 360	\$175
360 HEADS	\$400
360 ENGINE REBUILD KIT	\$460
EDELBROCK PERFORMER INTAKE	\$ 85
CARTER 750 CFM 4BBL	\$100
HEADMAN HEADERS	\$125
727 TORQUEFLITE	\$300
1975 8 3/4" REAR END	\$125
3000 STALL TCI CONVERTER	\$280

-----  
TOTAL \$2550  
.040 OVERBORE 292-501 COMP CAM  
REBIULT TRANNY CAR NOT FINISHED

WILL SELL AND DELIVER ABOVE \$2000  
WILL SELL SEPARATE  
CALL BOB AT 615-449-6375 OR  
CALL CRAIG AT 937-890-5158

## FOR SALE:

4.10 SURE GRIP IN 489 CASE	\$250
4.10 GEAR IN 742 CASE	\$ 75
71 DODGE DART PARTS - TAKE ALL	\$200
AFB CARB FOR 66 383 CHARGER	\$ 40
AFB 625 CFM ELEC CHOKE POLISHED	\$ 40

CALL LARRY AT 361-1170 BEFORE 1:00 PM

## FOR SALE:

DUAL CARB INTAKE W/ LINKAGE AND  
CARBS FOR 383. CAST MOPAR PART \$300

CALL RONNIE AT 325-7778

## NEW FOR MARCH:

### WANTED:

1969 OR 1970 DODGE DART SWINGER 340  
4-SPEED. MUST BE UNRESTORED AND  
RUST FREE WITH MATCHING NUMBERS.  
IF ANYONE NOWS OF SUCH A CAR  
PLEASE CONTACT ME AT:

RON KENNEDY  
960 ROSCOE ST.  
GREEN BAY, WI. 54304  
920-498-9664

### FREE TO GOOD HOME:

TWO MICKEY THOMPSON I-LOCK  
STREET/STRIP TIRES. 26.5 X 11.5 X 15.  
STILL HAVE SOME TREAD. WOULD MAKE

GOOD TRACK TIRES. TAKES A LOT TO  
MAKE THEM SPIN. 615-449-1260.

## FOR SALE:

1969 PLYMOUTH BARRACUDA COUPE.  
CUSTOM AIRBRUSH PAINT. V-8, NEW  
INTERIOR, CENTERLINE WHEELS. MUST  
SEE. \$8,500. CALL 615-444-9446

# MOPAR MINUTES

1. DISCUSSED THE EVENT COMMITTEE  
STRUCTURE.
2. DISCUSSED CAR CRUISE. SHEDULE FOR  
4:00 P.M. MEET ON 3/21/98 AT  
CRACKER BARREL IN MT. JULIET.  
THEN CRUISE TO SONIC DRIVE IN.
3. DISCUSSED NEXT MEETING. SHEDULED  
FOR REGULAR MEET AND GREET  
AT 12:30 WITH MEETING  
STARTING AT 2:00 P.M.
4. BEGAN BY-LAWS DISCUSSION AND  
MADE ADMENDMENTS AS  
FOLLOWS:
  - a. ARTICLE VII: CLUB PROPERTY  
WILL ONLY BE USED FOR  
OFFICIAL CLUB EVENTS.
  - b. ARTICLE VIII: IN THE EVENT  
THAT MCMC FOLDS THE CLUB  
PROPERTY WILL BE SOLD AND  
THE MONEY DONATED TO  
CHARITIES SELECTED AT THAT  
TIME.
5. MEETING ADJOURNED.

# UPCOMING EVENTS

5/24/98: NASHVILLE, TN. MCMC DRAG  
RACE AT UNION HILL. GATES OPEN AT  
11:00 AM. 615-449-1260 615-382-1430

6/6/98: SEVIERVILLE, TN. SMOKY MTN  
MOPAR SHOW. 423-428-4608

6/27/98: KNOXVILLE, TN. FUN IN THE SUN  
MOPAR SHOW.

7/17/98: BRISTOL, TN. MOPAR MUSCLE  
SOUTHERN CLASSIC. 606-272-3520

9/26-27/98: NASHVILLE, TN. MUSIC CITY  
MOPAR CLUB SHOW. 615-449-1260  
615-382-1430



## TECH TALK

SO YOU'VE GOT A NICE LOW MILEAGE BIG BLOCK THAT SOUNDS GREAT, SMOKES TIRES AND LOOKS IMPRESSIVE. BUT, THOSE PESKY 5.0'S KEEP CAUSING YOU PROBLEMS. WELL LETS BE HONEST, HE'S PROBABLY TIPPING THE SCALES AT AROUND 500# LESS THAN YOU AND HE'S GOT A 30 YEAR HIGH TECH EDGE ON YOU. HOW YOU GONNA BEAT DAT? SIMPLE, REALLY. AND IT IS ALMOST ALL 30 YEAR OLD TECH YOU'LL BE USING. AFTER THREE DECADES MOTHER MOPAR'S ORIGINAL IDEAS ARE STILL TOUGH TO BEAT. YOU GOTTA LIKE IT. LET'S ASSUME WE ARE GOING TO DO THIS AS A PACKAGE AND NOT ONE THING AT A TIME JUST FOR SIMPLICITY. FIRST YOU NEED A 3" DUAL EXHAUST WITH SOME 2 CHAMBER FLOWMASTERS OR OTHER HIGH FLOW MUFFLER. NEXT YOU NEED A HOLLEY OR M-1 ALUMINUM MANIFOLD. NOW YOU GET THE OBLIGATORY HOLLEY DOUBLE PUMPER. THE 950HP COMES TO MIND. MOPAR ELECTRONIC IGNITION OR BETTER. YOU MAY NEED NEW PISTONS. GET THE GOOD OLD FORGED ONES. FORGET THE HIGH TECH STUFF OUT TODAY. THEY DON'T HANDLE MISHAPS WELL AND FOR YOU BOTTLE BOYS IT IS A DEFINITE MISTAKE. STOCK RODS ARE FINE, BUT YOU MIGHT HAVE THEM CHECKED. A CAST CRANK IS NO BIGGY EITHER IF YOU ARE NOT SHOOTING NO2 TO IT. IF YOU HAVE A SET OF 452 OR OTHER LATE MODEL HEADS YOU CAN RUN ON PUMP GAS AND NOT WORRY, BUT THE VALVE SIZES ARE MARGINAL. IF YOU HAVE 906, 915, OR LESS FAMOUS HEADS ALL IS NOT LOST. A NEW SET OF AFTER MARKET VALVES WILL MOVE THE NEEDED AIR/FUEL MIX. MA MOPAR HAD BIG BLOCK VALVE COMBO'S RANGING FROM 1.90/1.60 UP TO 2.08/1.88. 2.08/1.74 IS REALLY COMMON. CLOSE, BUT NO CIGAR. 2.14/1.88 IS MORE LIKE IT. GET A GOOD VALVE JOB WITH HARDENED SEATS AND SOME APPROPRIATE HEAD PORTING AND YOU'LL HAVE THE BASIC PACKAGE. YOU CAN ALSO USE LOW BUCK HEADS FOR PORTING AND SAVE

THOSE 906'S. NOW ALL YOU NEED IS THAT FAMOUS "509" CAM SHAFT AND MATCHING VALVE SPRINGS AND YOU'RE THERE. I'LL AGREE WITH THAT, BUT HERE IS WHERE MODERN TECH CAN GET YOU THE EDGE. MOPAR GETS THE CAM FROM A "SUPPLIER". THEY DO NOT MAKE IT THEMSELVES. THEY HAVE USED MANY SUPPLIERS OVER THE YEARS WITH VARYING DEGREES OF QUALITY, BUT THE BASIC SPECS HAVE NOT CHANGE IN THREE DECADES. NOT GOOD. I GET NERVOUS WHEN I THINK ABOUT HOW MUCH MONEY I HAVE SPENT BUYING STUFF OUT OF THE MP BOOK. ALMOST EVERY PENNY WELL SPENT. LARRY SHEPHERD AND OTHERS AT MOPAR HAVE BEEN VERY HELPFUL TO ME WITH CAM TECH, INFO AND SERVICE. BUT, I HAVE MOVED ON TO A BETTER CAM. WHAT A BIG BLOCK MOPAR CAM NEEDS IS RAMP SPEED. THAT IS A TERM REFERRING TO HOW QUICKLY THE LOBE ON THE CAM OPENS THE VALVE. MOPAR HAS THE LARGEST FACTORY LIFTER DIAMETERS OUT THERE. USING QUICK OPENING CAMS TAKES ADVANTAGE OF THAT AND CAN LET MORE AIR IN WITH LESS DURATION. THE CAR IDLES BETTER, HAS MORE LOW END GRUNT AND EQUAL TOP END POWER. I BUILT MY CAR TO RUN ON THE TOP END AND I THOUGHT I LOVED THE LAZY OUT OF THE HOLE RESPONSE OF THE "509". THE CAR DIDN'T SPIN TIRES AND IT RAN VERY CONSISTENT ET'S. GREAT FOR STREET ACTION AND PERFECT AT THE TRACK. BUT, I HAVE SEEN THE LIGHT. AFTER POUNDING THREE "509'S" TO DEATH I CHANGED BRANDS. I WAS REALLY NERVOUS ABOUT ADDING TO THE BOTTOM END POWER, BUT THAT PROVED TO BE UNWARRANTED. IF YOU CAN "FEEL" YOUR CAM KICK IN AS YOU MOVE AWAY FROM THE LINE; THERE IS ROOM FOR IMPROVEMENT. WHILE AT THE '97 MOPAR NATS MY CAM WENT DOWN, TWICE. WHILE THERE THAT WEEKEND I HAD A CHANCE TO TALK TO THE GUYS AT HUGHES ENGINEERING. THEY SOLD ME ON THEIR PRODUCT AND SOLD ME A NEW CAM, LIFTER AND VALVE SPRING KIT. YOU MUST BUY ALL THREE AS A

KIT TO GET THE BEST PERFORMANCE AND AVOID DISASTER. YOU MAY SPEND A FEW MORE DOLLARS THIS WAY, BUT AFTER ALL YOU HAVE SPENT WHAT IS \$50 OR \$100 MORE TO GET IT RIGHT THE FIRST TIME. THE HUGHES EQUAL TO THE "509" IS THE HE2330BL. I RUN MECHANICAL ROCKERS AND PICKED THE HE3644BS. I WOULD BORE YOU WITH THE SPECS, BUT BECAUSE OF THE DIFFERENCES IN THE WAY THE TWO CAMS WORK IT IS HARD TO COMPARE THEM ON PAPER. THE HUGHES LOOKS LIKE A DOWN GRADE BY THE NUMBERS, BUT THE NUMBERS DON'T TELL YOU ABOUT RAMP SPEED. WITH THE OLD "509" CAM MY CAR RAN 7.90'S ON A GOOD DAY AND 8.10'S ON A BAD DAY. WITH THE HUGHES CAM I RUN 7.80'S ON A BAD DAY AND 7.60'S ON A GOOD DAY. THAT IS THREE TENTHS BETTER WITH A CAM THAT IS MORE STREETABLE. BYE-BYE 5.0!!! NOW THIS MOTOR IS NOT JUST EXACTLY LIKE MINE. I DO HAVE A FEW SECRETS AND UNTIL YOU SPEND SOME GREEN IN THE MP BOOK FOR NEEDED SUSPENSION AND DRIVE TRAIN MODS YOU ARE PROBABLY GOING TO HAVE TO LIVE WITH MID 8'S. GEE, WHAT A SHAME. LIKE I SAID; BYE-BYE 5.0!!! I HAVE INCLUDED A COUPLE OF CHARTS FROM MY DESK TOP DINO PROGRAM TO PROVE MY POINT. I'LL HAVE MY COMPUTER AT THE NEXT MEETING IN MARCH. MAYBE YOU WOULD LIKE TO SEE WHAT YOUR SMALL OR BIG BLOCK COULD DO. SEE YOU THERE.

BIG BLOCK BILL

BILL BRADLEY  
PRESIDENT  
615-449-1260

ROBERT VACHUNEK  
EVENTS DIRECTOR  
615-382-1430

**MUSIC CITY MOPAR CLUB**  
**P. O. BOX 625**  
**MADISON, TN. 37116**

HORSPPOWER		
RPM	HUGHES	"509"
2000	158	144
2500	210	193
3000	266	248
3500	329	314
4000	394	380
4500	451	442
5000	500	490
5500	524	523
6000	531	535

TORQUE		
RPM	HUGHES	"509"
2000	414	378
2500	442	405
3000	465	433
3500	494	471
4000	517	499
4500	526	515
5000	525	514
5500	500	499
6000	464	468

**HUGHES ENGINES INC.**  
**23334 WIEGAND LANE**  
**WASHINGTON, IL.**  
**61571-9589**

**PHONE # 309-745-9558**  
**FAX # 309-745-5061**

WAYNE HALL  
VICE PRES.  
615-444-1521

MIKE BOER  
TREASURER  
615-382-2685