

# Music City Mopar Club

Vol. 10 No. 8

Printed Courtesy Of H&E Printing

August 1999



## Edito R/T alk

Well, I'll start off this month by apologizing. I promised to give you a first hand account of the Chryslers at Carlisle show. However, that would be hard to do seeing how I failed to make the trip. I was all set to go when a couple of my cohorts dropped out on me at the last minute. Oh, well, I will be at the Mopar Nats for sure, so I will deliver the goods next month.

Speaking of shows; you know, of course, the annual MCM C car show is practically upon us. I was impressed by some of the quality cars at our show last year. As usual, I'm looking forward to it. It's a lot of work but if just one participant comes up to me and says, "Y'all have a great show" or "I'll definitely be back next year", it makes all the work worth the effort. And we need all the help we can get so let's get busy!

I'm looking forward to the Nats in Columbus, Ohio and this year I will get the opportunity to be a judge. I'm really excited about that! Being a judge at the Mopar Nats and Crusin' Brice Road at night is gonna be awesome! Yeah, Baby, Yeah. . . Oh, Sorry, I got a little carried away. Maybe I'll see ya there! Until then. . .

Mopar 2 ya  
Keith Petitt

## **Music City Mopar Club Home Page:**

<http://www.geocities.com/MotorCity/Boulevard/4924/index.html>

### **Needed:**

**Pictures {Mopar of the Month}**

**Articles**

**Pictures {Members Mopars}**

**Classified Ads – MoCars, MoParts, MoWanted**

**Pictures {Events, Etc.}**

**Tech Talk**

**Pictures - ???**

**Note: Names, telephone numbers, e-mail addresses will only be displayed with your permission.**

**E-Mail to Club Website**

**Or**

**Mail to:**

**Callum Davidson**

**Darla Price Davidson**

**Member # 29**

**Address and phone number are correct in directory!**

## Tech Talk

**Subject:** Pulling Horsepower out of Thin Air

If you remember looking under the hoods of the engines of restored and un-restored cars must have one thing in common. The point on the intake manifold in the middle part of almost all of them was burned off completely or at least beginning to burn. That is because exhaust gasses are going through a passage in the intake manifold, which heats induction air.

When air is heated and pressure remains constant, air expands and becomes less dense. This means less mass can be put into a cylinder or in fewer words, volumetric efficiency suffers, (the engine thinks it's smaller, engines being very dumb don't know any better.) An easy and inexpensive way to correct this situation is to block the crossover with a metal shim.

The easiest engine to do this to is the B-RB series, just remove the intake, install the shims, reinstall the induction making sure there are no vacuum leaks. You don't even have to drain coolant or worry about oil contamination. Just one caution here, if you use the thick stainless steel shims you may need to fabricate intake gaskets, from gasket paper of the same thickness to keep the intake sealed to the heads. Remember any gasket sealer you use here to hold your gaskets in place should be gasoline resistant. If you have access to a trash can with a used steel head gasket set going to waste the material that makes no contact with the block in the mid-part of the gasket is a good source for this material, instead of buying new shims on shim stock. The added bonus of having this free material; is its about the same thickness as the metal B-RB intake pan-gasket, and if you cut and file it fill it fits in the intake gasket crossover hole. You only need to cover it with (gasoline resistant for E. G. R equipped models) R.T.V. to keep it from corroding.

Max Wedges have no crossover so this modification isn't necessary or even possible. Long roms have a separate passage that goes directly to the exhaust manifold on each side directly under each carb plenum. Most Whale motors and street hemi's have long tubular passages that go to the exhaust manifold on usually the right side. If you remove any of these **do not throw them away**, so you can reverse this modification for car shows, resale, or God forbid, winter driving. On the hemi's the exhaust crossover valve is normally wired into a position where it doesn't deflect exhaust into the passages where the tubes used to be the parts coming from the valve have to be blocked from the outside or you'll have exhaust leakage. The exhaust crossover valve should be wired open anytime you do this modification and keep stock exhaust manifolds on any engine no mater which engine series you have, A, B-RB, street hemi, whale motor, poly-sphere and slant six. Otherwise when the valve normally send exhaust across the induction high back pressure occurs sometimes accompanied

by a strange noise that can be very loud and sound like something has seized or a strange whistling sound. This valve is part of the exhaust system and gets very hot (I use one glow orange more than once along with my manifolds) so let it cool before working on it. Most A&B engines rotating the valve clockwise is opens it, most street hemi's and slant sixes counterclockwise is open. To check this start the engine cold and move the valve by hand you'll have only a few minutes to do this before exhaust heat becomes too hot to handle. Make sure it's cool before you do this.

LA engines will take longer to modify because you have to drain coolant and try to prevent contamination with an open crankcase. The intake manifold takes longer to remove because more than eight bolts have to be removed to un-mount it. (Sorry only the B-RB series was designed for easy service) Along with having to remove at least on valve cover, (both is better) and the AC compressor there is another unseen job to do before installing the shims and new intake gasket. After you lift the intake out of the valley on the underside a giant chunk of pavement will usually be seen clinging to the middle part of the intake manifold. This is old oil that splashed onto the crossover passage and became sludge when it exceeded 250 degrees ferenheit. It should be removed and the splash shield left on. When you block the crossover this will cease to form, also synthetic oil doesn't do this. But if you car was made between 1980-1990 all your gaskets will dissolve unless they have been changed because synthetic oil will attack them. Also a baffle could be installed in the LA engine valley hot oil splash from heating the intake charge for further improvement, but for the street just blocking the crossover is usually quite an improvement alone.

On slant sixes the intake and exhaust manifold connect to each other if you could insulate one from another that would help, since the intake is removed for this modification why not install a hyper-pak induction and header? The exhaust also has to be removed since they're bolted together and an insulator fabricated. Modifying the slant six is not as simple as a V-8 it takes more than a simple steel shim. Unless you have a lot of time you may just want to wire the slant six valve open. If you don't want to do external modifications or part your heads or even take the heads off for that matter blocking the exhaust crossover is a very effective and cheap modification. And if your engine was built during the muscle car era that is how it was rated. You can not reach rated power in a stock engine without this modification.

The drawbacks of this modification are, the automatic choke will not function correctly and manual choke should be installed or run without one, most likely yours out of adjustment anyway. I have run with no choke to -6 degrees, no problem. The carb may run lean and need rejetting; mine didn't. If so equipped E.G.R. will cease to function, normally not a problem. Carb icing can occur between the 20's up to the mid 70's in high humidity conditions causing a miss or stuck throttle, easily remedied with the thermal type air cleaner and heat stove pipe originally equipped on most cars during cool months. But for the benefits

few modifications return so much for so little money, and if you don't like it reversed are simple. On some engines it is very easy, for others it takes more effort and for some it takes a lot more effort.

This is a good reason why the factory race engines never had exhaust passages under the induction.

Thanks  
Doug Herd

## F Y I

I want to thank everyone who attended the July meeting. We were at Dale and Pam McDaniel's residence on Neely's Bend Road. The burgers, hot dogs and polish sausage were great. The side dishes and deserts were wonderful.

The show in September will be here before you know it. We need items for the goody bags and items for door prizes. If anyone can help us out, please let me know. We also need to sell sponsorships for each class. They are only \$75, which makes it possible to have such a great show. Remember to get a business card from them. Challenge yourself and other members to sell these. It is a great way to be an active member.

Club T-shirts are available for \$8.00. Hats are \$4.00 and license plates are \$3.00. Also very soon the club will have golf shirts available. Wendell (Cowboy) Marshall is checking on these. The club logo will be embroidered, and you can have your name added. These shirts will also have a pocket. Cost will be around \$22.00. This is cheap for a shirt of this quality. Please let us know if you like to buy some club items.

The Friday night cruise before the show will be to Music City Raceway. We will have a Mopar only drag race. There will be a \$10 entry fee, \$5 of this will cover the cost of entering the race and time trials. The remaining \$5 will go toward first place prize money. Second place will receive a trophy.

The August meeting will be on Sunday, August 22<sup>nd</sup> at Coach's Sports Grill. It is located on Two-Mile Parkway beside Tennessee Speed Sport. Meet and greet at 12:30pm the meeting starts at 2:00pm. The club web site is up and running. There is info in the newsletter on how to log on. Thanks to Callum Davidson for job well done. Also, congratulations go out to Randle Mickel for his win at the Fourth Annual Car and Truck Show in Ashland City. The show was on July 10, and if I remember correctly there was a lot of rain that day. I am sure he spent a lot of time trying to keep the car dry. WAY TO GO RANDLE! I'll see all of you at the meeting. Don't forget about the \$25 door prize. You have to be present to win.

Wayne Hall  
President

## FOR SALE

### 1967 DODGE DART GT 273-4 (CHARGER) E-CODE VERY CLEAN CALIFORNIA CAR, WITH # MATCHING ENGINE AND 904 TRANS.

HAS '69 340 IN CAR NOW. 340 HAS X HEADS WITH NEW 2.02/1.60 VALVES  
(3 ANGLES ON SEATS, 2 ON VALVES), BOWL PORTED, MP SPRINGS,  
528/284 MP SOLID LIFT CAM. TRW FORGED 10.5 PISTONS, STEEL CRANK,  
ACCEL DUAL POINT DISTRIBUTOR, EDLB. 750 CARB., HEDDMAN HEADERS.  
PLUS MUCH MORE.

727 HAS ALL NEW A & A PARTS WITH 2200 STALL. OVER \$1000 IN TRANS.  
8 3/4 REAR END WITH ALL NEW PARTS. 742 CASE, 4.30 GEARS, 4 1/2 BOLT  
PATTERN, MOSSER MADE AXLES WITH 1/2 x 3 STUDS AND GREEN  
BEARINGS. S/S REAR SPRINGS MOVED IN APPROX. 1 INCH.  
NEW HD DRIVESHAFT.

275-60/15 REAR TIRES.

THIS CAR COMES WITH A LOT OF NEW PARTS (SEALS, BUMPER, ETC.)  
EVERYTHING HAS BEEN DONE BY THE BOOK. THE BODY NEEDS PAINT  
AND INTERIOR NEEDS SEAT COVERS, CARPET, AND HEADLINER.

273 HAS LOW MILES ON O/H DONE BY LAST OWNER AND IS COMPLETE  
LESS CARB. AND DISTRIBUTOR. HAS VALVE COVERS, CHROME AIR  
CLEANER, AND CALIFORNIA EMISSIONS. A/C PARTS ALL THERE. 904  
NEEDS TO BE O/H.

\$6000.00 NEGOTIABLE

## FOR SALE

1996 DODGE RAM SPORT. EXT. CAB  
LOW MILES, V-8, LOADED, CD CHANGER, SUN ROOF,  
ALUMINUM WHEELS.

ASKING \$16,500.00

812-983-4173 HOME

WORK 8AM-4PM

812-963-3369

# CLASSIFIED ADS

## MOCARS/ MOPARTS/ MOWANTED/MOSERVICES

### *Buying or Selling Mopar parts, cars, and services?*

Reach hundreds of buyers and sellers with the  
Music City Mopar Club Newsletter.

Each month over two hundred newsletters are printed and mailed to its members as well as to other Mopar enthusiasts and to other Mopar Clubs across the nation. To place an ad in this Classified Section mail it to Music City Mopar Club, Classified Ads, PO Box 625, Madison, TN 37116. Deadline is the first Wednesday following the previous months meeting.

### MOCARS

**1976 Plymouth Duster**, racecar, 340, reworked from one end to the other, too much to list must see. **1996 Dodge Dually**, V10, club cab sport, one owner, 24,000 miles, loaded, red, bought new, personal vehicle. **1994 Jeep Wrangler**, 2.5 liter, red, PS., PB. cass., alloy wheels, soft-top, bikini top, instant top, brushguard, etc. **1971 Dodge Charger 500**, Hemi orange, 383, PS. PB. Air. **1972 Dodge Demon Prostreet**, 340 show car, yellow, 61K. **1965 Dodge Coronet 500**, 2 door, 400 auto, PS. Red. **1971 Dodge Dart Swinger**, 360 auto, green. **1972 Dodge Charger**, 318 auto, green, 78K. **1976 Ford F150**, SWB, 410, 4BBL, Loaded, red/white. **1970 Plymouth Cuda**, 440 auto, modified, lime green. **1973 Plymouth Cuda**, 318 P.S. P.B. Air, 340 Hockey Strips. **1972 Plymouth Cuda**, 340 auto, yellow, P.S. P.B. Air. **1977 Dodge Charger Daytona**, 2dr, auto, P.S. P.B. **1993 Dodge Viper RT/10**, Roadster, air, tilt,

cassette. **1971 Dodge Charger SE**, 383 auto, air, green, 142K. **1967 Dodge Dart Conv.**, 273 Auto, PS, PB, Cold Air, Red and White, 33K, three owners. **1973 Plymouth Gold Duster**, 318 auto. **1968 GTX Hemi**, gold, auto, PB, 49K. **1966 Dodge Coronet**, race car body. **1972 Plymouth Cuda**, primer, extra parts, needs restoring. **1972 Dodge Dart Swinger**, 440, bronze with black interior. Trade IN's are welcome. Warranties available. We will sell your car on consignment. **Contact Fred Turman at (901) 644-3080 or or stop by at 180 Browning Drive, Paris, TN 38242.**

**1966 Belvedere II**, 318 auto, PS, white with red interior, 39K original miles, \$4750, **Call Ronny after 7:00 at 444-3362.**

**1974 Plymouth Duster**, Completely stock, highly optioned, needs a lot of work, comes with 2-360 motors, \$1000, **Call Keith at 325-2899.**

**1964 Plymouth Barracuda Fastback**, gold with black interior, 68,00 original miles, 273 push buttons auto. PS., \$3500 OBO, **Call Mark at (615) 831-3620.**

**1965 New Yorker**, 2door, gray with black, 413 auto, PS, PB, PW, AC, 116,000 miles, **Call Phil at (615-352-4513).**

**1967 Barracuda Fastback**, 360/727-manual reverse, 8 ¾ w/ 4:10 gear, new interior, must see. \$3,200/OBO. **Call Amy or Larry at 615-746-9510.**

**1965 Plymouth Barracuda**, 273 2BBL, w/103K miles, auto. Trans, air condition. Needs a good home. \$4,500 OBO. For more information call Sam at 615-754-7065.

**1966 Plymouth Fury III**, 2 dr., hardtop, 318 poly-automatic, body and interior good shape, paint fairly new. **Call Shane at 615-792-3699.**

## **MOWANTED**

**1970 Dodge Truck hood and driver side fender. 1965 Dodge Coronet Hood Chrome** Contact **Richard Dale** at (931) 381-6341.

**1959 Chrysler Gas Tank. 1964 Plymouth Sat. Left Plastic Post Cover (blue).** Call **Larry Fowler** at 859-7507.

**Heavy Duty 503 Transmission,** for 1995 D1500 Dodge, with 318-2WD, Call **Dennis** at (615) 896-3326 or page at 1-888-256-0755.

**Moulding or trim for 1973 Dodge Truck D200.** Left front fender and the left door (part#3837921). Used trim will work. Call **John** 423-472-4976 EST.

**Seat cloth covered w/ console for 1994 Dodge Ram Truck.** Call **Carl** at 423-577-3782 between 6-10 EST

**Good Rust Free Trunk Lid for 1937 Plymouth Coupe.** Call 885-5708.

**Power Brake Booster and 750 CFM Carb for 1968 Roadrunner.** Call **Richard** at 615-451-0502

## **MOPARTS**

**1968-1970 B-body automatic-**new carpet still in box. \$70.  
**1968-1970 B-body dash pad,** black, good condition, \$75.

**1968-1970 RoadRunner Satellite rear glass,** \$40. **Rear glass trim** \$40 a set. **1970 Satellite Right Front fender,** no rust holes, \$225. **1968-1970 B-body front to rear wiring harness,** good original condition, \$40. **1970 E-body,** power booster for front disc brakes car-new-still in box, \$100. **8 ¾ E-body rear-end** less chunk \$20. **1973 Cuda front bumper and brackets,** \$20. Call **John Dodson** at 790-2998, **Franklin, TN.**

**New Mopar Truck Cover,** Cost new-\$214, Sell for \$150. **440 HP Manifolds** \$150. Call **Nick Willmore** at (615) 449-1210 in the mornings.

**4-15" Charger wheels,** for the "General Lee", call **James** at (256) 659-6688, after 5:30pm(ALA)

**E-body Bucket seats,** with rear seats-\$100, **E-Body Rear Interior Panels-Cuda (gold)**\$30, Call **Wayne** at (615) 444-1521 after 5:30pm.

**1985 2.2 Turbo 4cyl. Engine,** in **1985 Daytona,** 120K miles. Hear it run. \$150 call **Robert** at 264-2400 days or 888-2162 at night.

**Upper and Lower Ball joints for A-body.** All four for \$125 call **Jay** at 237-9316.

**Magnum exhaust manifolds for \$125,** New Heavy Duty leaf springs for '66-'70 B-body

**\$150,** New Carter electric fuel pump \$40, Drive shaft for A-body with 727 trans for \$30. I have other misc. parts on hand Call **Robert** at 615-228-2166. I will consider trade for 383 Alum. Intake and 750 carb.

**904 Push Button Trans.** for 6cyl. Recent overhaul \$150. **1964 Dart GT Grill** \$75, **Tail lamps:** 64 Dart, 65 Dart, 69 Coronet, 70 Duster, \$50 each. Call **Chris** at 615-368-7085.

**New Wiper motor** for B-body \$100. **1970 RoadRunner or GTX hood** \$100. **Rebuilt alternator-date code 1973** \$25. **A/C compressor off of 1973 E-body** \$25. **New Master Cylinder** for E-body \$40. **1973 440 Engine** running when pulled complete air cleaner to oil pan \$400. Call **David Bolinger** at 502-475-4086 after 7:00pm.

**1985 Dodge Truck Hood** \$50. Call **Ronny** at 444-3362 after 7:00pm.

**Two Mopar Police wheels,** wheels set up for drag racing, \$50 for pair, call **Butch** at 615-746-5874.

## **Moservices**

**Powder Coating, \$120 for four Rallye Wheels** for details call **John Dodson** 790-2998 **Franklin, TN.**



# 1999 Events Calendar

**August 21** **Third Annual Open Car Show**, Tri-City Mopar Club, Home Depot, Johnson City, TN.

**August 21** **5<sup>th</sup> Annual Car Show** by North Harrison High School Band at Ramsey Indiana, hosted by Mis-South Mopar Association. For info call Mark at 1-800-464-0722.

**August 22** **Music City Mopar Club** meeting at **Coaches**, meeting starts at 2:00pm.

**September 4** **All Mopar Car Show** at N.C. Trans Museum, Spencer, N.C. For info call Dean Yates at 704-279-2512 or Roger Kerns at 704-545-0414.

**September 11** **Seventh Annual Mopars at the Drive-in**, by Hoosier Mopar Association. For info call Larry Richmond at 219-988-2493.

**September 25** **Foothills Mopar Club Fall Fling 99 Car Show and Swap**. For info call Bill Bolding at 864-277-3836 or Bobby Fogel at 864-439-5623.

**September 25-26** **10<sup>th</sup> Annual Music City Mopar Club Show** at Tennessee Speed Sport, 709 Two Mile Parkway, Goodlettsville, TN. For info call Wayne at (615) 444-1521 or Craig at (615) 860-8152.

**October 2** **The South Georgia Mopar Association presents All Mopar Drag Race and Car Show** at U.S. 19 Dragway Albany, Georgia.

**October 9** **2<sup>nd</sup> Annual Boy Scout Car show** at Ashland City River Bluff Park for more information call John Wolverton at (615) 746-4171.

**October 16** **Fall at Cove Lake**. Sponsored by Norris Lake Mopars of LaFollette, TN. For info call Rick Crabtree at 423-938-5861 or Peggy Ranta at 1-800-659-6158.

**October 16** **11<sup>th</sup> Annual Mopars** in Memphis at Halley Park in Memphis, TN. For info call Dennis Dodd at (901) 757-8149.

**October 16** **Seven Hill Mopar Meet 7** at Bob Williams Dodge Rome, GA. For info call Wally and Jane Ross at (706) 232-0794.

**November 6-7** **12<sup>th</sup> Annual "Mopars with Big Daddy"** at Garlits Museum in Ocala, FL. For more info call (407) 729-6236.

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