



## EXHAUST NOTES FROM OUR CLUB PRESIDENT:

With the weather cooling a bit the cruise-in and car show activities are also cooling down. However, Tim and Pam Wellborn don't see it that way because it was **HOT** in Alexander City, Alabama the weekend of October 23<sup>rd</sup>! They hosted the Aero Warrior's Reunion and the turnout was fantastic ... Daytonas, Charger 500s, Superbirds, Torino Talladegas and Mercury Cyclones numbering over 60 were displayed on their home's lawn on Friday and on Saturday outside the museum and even spilled into the adjacent strip mall parking lot. You probably won't see many small parking lots with 4-5 winged cars parked sporadically on the lot. Our own members, Richard & Katrina Fleener, run the [Talladega - Spoiler Registry](#) and have both Mopar and Ford Aero cars. You can see pictures from the event on our [website](#).

We also had the pleasure of meeting another Nashville area Mopar legend - Kenny Troutt. Kenny "helped work on the DaytonaCharger driven by Bobby Isaac that went on to win 11 races and finish in the top 10 in 38 of 47 races in 1970, claiming what was then called the Grand National Championship. He was also part of the team that took Isaac's Charger to the Bonneville Salt Flats in Utah and broke 28 world speed records in 1971."<sup>[1]</sup>

Back at home, our October's club meeting was held on Sunday, October 25<sup>th</sup> at the Tennessee College of Applied Technology {TCAT}. I want to again thank Chuck Vaughn for hosting the event. The current slate of officers was nominated to serve again in 2016.

Official voting will take place at the November meeting. See Richard's meeting notes for more information on the topics covered.

With the addition of Glen Nettles at the meeting, our membership now stands at 160. Welcome Glen!

Thanks again for your active participation in the club! We had 30 members attend this month's meeting. I look forward to seeing each of you at our November meeting.

Donny  
614-286-2648  
[mopar.1970@aol.com](mailto:mopar.1970@aol.com)

**P.S.** I still want to hear your thoughts on topics for our "how to" sessions and other ways we can help share information, skills, tools, etc. with members seeking to restore or maintain their Mopar.

<sup>[1]</sup>The Tennessean 10/26/2015

### October Meeting Summary:

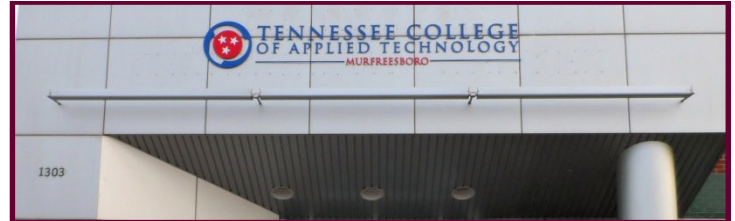
Meeting start time = 2:08

- ❖ Donny called meeting to order and thanked Chuck Vaughn for making the facility available for the Club meeting.
- ❖ Donny gave a quick overview of the 26<sup>th</sup> Annual Show and the success in spite of wet weather. He thanked Club members and spouses for their dedicated hard work during the event and emphasized the fact that we need more members involved next year plus a more aggressive action plan. The officers are diligently working to make every club activity more fun and productive.
- ❖ After several members expressed "pros" and "cons" of the proposed 'Member Sponsorship Levels' Chuck Vaughn made the motion to vote on the proposal. Jack Stone seconded the motion. The motion passed and will be available for 2016. See page 3 - 4 for the details.
- ❖ Jack mentioned that Lester Bentley now has a "Hellcat Challenger". Lester also has information on an available purple Hellcat for those who are interested. Contact Lester for details.
- ❖ Next item of business was nomination of Club Officers for 2016. After a brief discussion the nominees are:
  - President ~ Donny Lippard
  - Vice-President ~ Mike Wilkins
  - Events Director ~ Jim Peach
  - Treasurer ~ Wayne Hall
  - Secretary ~ Gary Garner

- Membership Director and Newsletter Editor are needed; hopefully these spots will be filled at the November meeting.
- ❖ Jim Peach welcomed new Club members and said that the membership is now an *all time high* of 160. (Three more have joined since the meeting.)
- ❖ Jim also gave a quick summary of recent activities and mentioned some activities for 2016. Club members provided assistance for the Nashville and Bowling Green “Goodguys Events” this year and have been asked to do the same in 2016. During the month of March the Indy Swap Meet, Hunters Custom Car Show and the Big Easy Mopar Club Show are back to back. March will be a busy fun month.
- ❖ Donny has already started working on the Club schedule for 2016 and will have a meeting with management at Nashville CDJR to strengthen our partnership for next year. He will give a report at the November meeting, which will be held at the dealership (Details and directions are included on page 3).
- ❖ Linda Price mentioned that there are only 15 Club license plates left, Donny said the Club caps are sold out and less than 10 decals are available.
- ❖ A suggestion was made to make and print some “Save the Date” Flyers for our 27<sup>th</sup> Annual weekend for distribution at upcoming shows and cruise-ins for the remainder of 2015. A copy is included in this newsletter on page 10.
- ❖ Wayne gave a treasurer’s report and the Club is still financially sound after the big expenses of putting on our Annual Show in September.
- ❖ Donny mentioned that the club usually makes a charitable donation at the end of each year and several options have been mentioned for 2015. Ron Gillespie suggested the Club establish a scholarship fund for Chuck Vaughn’s Automotive program at the Tennessee College of Applied Technology. This money would be for students who need financial assistance in order to attend {Car guys supporting car guys}. Chuck said the AACA has such a program and strict guidelines are already in place. His program has 100% job placement for graduates. The idea was well received and will be voted on at the November meeting.
- ❖ A motion to adjourn was made by Lester Bentley and seconded by Steve Yeldell. The motion passed.

Meeting end time = 3:34

After the meeting most members continued the visitation and social time that began before 1:00. Here are a few pictures, some of which are contributed by Lars Skroder:



Keep up to date with Club activities and photos from events by visiting the club website, [www.musiccitymoparclub.com](http://www.musiccitymoparclub.com).





**As approved by members attending the October meeting, 'Member Sponsorship Levels' for 2016 are as follows:**



**Member- GOLD Level Sponsorship - \$300 / Year**

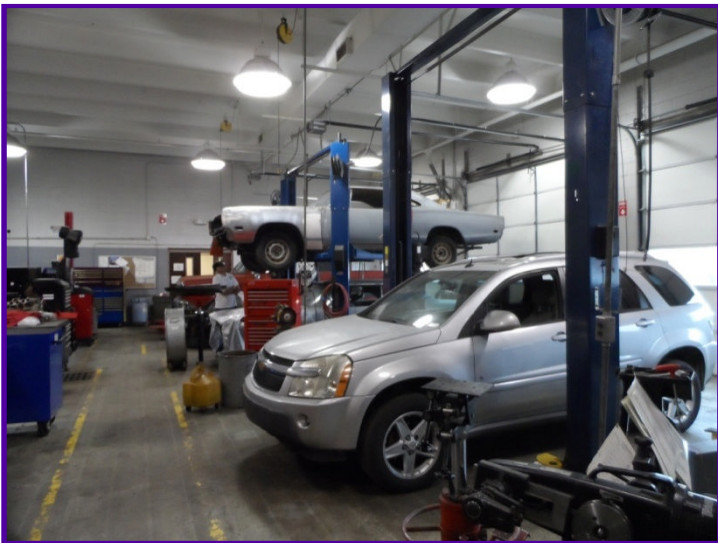
- 1. Two Club Memberships**
- 2. Two show entries with two Music City Mopar Club event shirts**
- 3. Your name on trophies for 3 winner's classes or special Awards. (You could present them to winners at annual show.)**

**Member- SILVER Level Sponsorship - \$250 / Year**

- 1. Two Club Memberships**
- 2. Two show entries with two Music City Mopar Club event shirts.**
- 3. Your name on trophies for 2 winner's classes or special Awards. (You could present them to winners at annual show.)**

**Member- BRONZE Level Sponsorship - \$125 / Year**

- 1. One Club Membership**
- 2. One show entry with two Music City Mopar Club event shirts.**
- 3. Your name on trophies for 1 winner's class or special Award. (You could present them to winners at annual show.)**



Class Sponsorship - \$75

1. Your name on trophies for 1 winner's class or special Award. (You could present them to winners at annual show.)

## NOVEMBER CLUB MEETING DETAILS:

**When:** Sunday, November 22, 2015

**Where:** Nashville CDJR; 5800 Crossings Blvd; Antioch, Tennessee 37013 {Thanks to Jack Jarvis}. The doors will open at 1:00 and the meeting will begin at 2:00.

### Directions:

- Take I-24 to Exit 59 (Hickory Hollow Parkway)
- Turn right on Crossings Place {first street}
- Turn right on Crossings Blvd
- The dealership will be on right.

## Friendly Reminder from Wayne Hall:

**Now is a great time to renew your Club membership for 2016 if you have not already done so. The dues are still only \$24.00 to be a part of the best Mopar loving group known to man. Bring the dues to the November meeting or mail to: Music City Mopar Club; P.O. Box 2253; Mt. Juliet, Tennessee 37121-2253.**

**Thanks, Wayne**

**Quotes of the Day:** Q.O.T.D. from Sam Milton,  
Director of Training and Associate Development

[sam@sammilton.com](mailto:sam@sammilton.com)



**"One accurate measurement is worth more than a thousand expert opinions." ~ Admiral Grace Hopper**

**"It isn't the mountain ahead that wears you out; it's the grain of sand in your shoe." ~ Robert W. Service**

**"Be the person your dog thinks you are."  
~ J.W. Stevens**

## Words to consider ~ Coach John Wooden

1. Being average means you are as close to the bottom as you are to the top
2. The man who is afraid to risk failure seldom has to face success.
3. The best way to improve the team is to improve yourself.

## 2015 Events Calendar

Additional information on Event and Cruise-In choices is available at these sites: [gvillecruisein.tripod.com](http://gvillecruisein.tripod.com/), / [nashvillecarshows.tripod.com](http://nashvillecarshows.tripod.com/) / [gearheadgazette.com](http://gearheadgazette.com) and [musiccitymoparclub.com](http://musiccitymoparclub.com).

In addition to the on-going Thursday evening, Friday afternoon, Saturday morning and evening, and Sunday Cruise-Ins, you might want to consider the following events:

- Nov. 14 - 6<sup>th</sup> Annual Ohio Mopar Expo Swap Meet and Car Corral / Ohio Expo Center; Columbus, Ohio / 614-268-1181 or [www.jeffjohnsonmotorsports.com](http://www.jeffjohnsonmotorsports.com) for information.
- Nov. 22: November meeting of the Music City Mopar Club / Nashville CDJR; 5800 Crossings Boulevard
- December will include the Annual Music City Mopar Club Christmas party. Details will be sent soon.

## MOPAR MARKET



**REMINDER: PLEASE NOTIFY DONNY OR RICHARD AS SOON AS YOUR MERCHANDISE SELLS OR YOU PROCURE THE "WANTED" ITEMS. THANK YOU.**

**For Sale:** '69 Plymouth Sport Satellite four-door parts car. Original 318 rebuilt needs some assembling; original rebuilt trans. Drive train out of car. Call Kyle @ 686-8934 with reasonable offer. Leave message.

**For Sale:** 1950's - 1980's Mopar parts, bodies, and engines for sale. Have many cars and trucks and a few vans. I have been here 35 years. Contact David Cato at 615-384-8903 or 615-513-9691 or e-mail at [hemidodgetruck@aol.com](mailto:hemidodgetruck@aol.com). (10/12)



**For Sale:** 1983 Dodge Ram Charger SUV, 2WD, all original no mods. Auto, PS, AC, alloy wheels. 150 Royal SE with a 318, 2 bbl engine. \$2200. Contact Chris Bielaczyc at 615-439-7{new date}326

**For Sale:** 1969 Plymouth Barracuda, one owner with 83,000 miles in need of restoration, car is complete and in Franklin, TN. Contact Don at [dbcodymav2@gmail.com](mailto:dbcodymav2@gmail.com) cell 615-804-3738



**For Sale:** 1964 Plymouth Sport Fury, 383 engine, automatic, new tires, new white on red interior, new red paint, rebuilt transmission. Clean title, very good condition. \$19,000. Call 931-307-8174

**For Sale:** 1967 Plymouth Satellite, 383 cid, AT, 4.10 Dana - cut down 2', new brake and gas lines, gas tank, shocks and rear springs, new floor pan, frame tied, plus 426 Wedge block, Ross pistons - Melling Oil pump, Total seal rings - Comp springs and lifters, Clevite coated rod bearings - 540 Comp cam, ARP head and rod bolts, Water pump & housing - Manley 2.14 & 1.81 valves, 3,000 stall converter - 8 qt. Pan & Pickup and more parts not listed ~ \$8500.00 OBO for all. Call James ~ 615-403-7454 or 615-876-3341



1965 Plymouth Sport Fury

**For Sale:** 1965 Plymouth Sport Fury, this is a very nice driver powered by a 383 V8 with a automatic

transmission. This beauty is gold on gold and has a great paint job; interior is in good shape but could use a little TLC. I have many spare parts for the car including the factory fender skirts. This car has been one of the more fun cars I have ever owned, so please feel free to contact me with any questions or to set up a time to come take a look at it. \$15,000 obo {special price for Club Members ~ call for details~[robertalan.jackson@yahoo.com](mailto:robertalan.jackson@yahoo.com) or 615-478-5534}



**For Sale:** There are 2 of these for sale. The compass is the old military style....it has a gel type liquid inside the compass. The ones online are listed for \$50 and \$25....I will sell this one for \$35. It has never seen daylight/never been used. No scratches, etc. Thanks, Sam Milton 813-406-1040 / [smilton@jimbrowneauto.com](mailto:smilton@jimbrowneauto.com)



1960 Dodge M37B1 3/4 ton 6-cyl for sale. It's similar to a powerwagon, only it's a truck. The truck is fairly solid with the typical rust around the finders. Asking price is \$8000. Contact Mark Qualls at 931-455-1690. Or email [mqualls06@email.com](mailto:mqualls06@email.com)





We have a 1964 Dodge A100 pick up for sale. 225 engine 145 h.p.- 3 sp. trans on the tree – 8 3/4 rear end – metallic green paint w/flames – 1 bbl carb – electronic ignition – flow master muffler – custom head liner, bed cover & dash pad – chrome wheels baby moon caps – all chrome parts in good cond. – with extra engine complete – must sell! Contact D. Edwards at 619-334-1060. Or email [grams3@cox.net](mailto:grams3@cox.net) asking \$15,995.00 obo Thanks in advance. D. Edwards

**For Sale:** 1976 Dodge 1/2 ton Adventurer, Regular Cab Short Bed, 2 WD, Gold / Brown; all original one owner truck with 121,000 miles. Asking \$3,000. Contact Megan Powell 615-828-9918; [megansummers@gmail.com](mailto:megansummers@gmail.com)

**For Sale:** 1995 Dodge Dakota extended cab 4WD pickup with topper for sale. It is a 318 automatic, and has later model 15" wheels with new tires. Could use a repaint on the hood and roof, but still a V8 4WD is desirable. \$2,500 Jerry at (615) 697-2122 or evenings (615) 237-3933 or email [jwtcpa@mindspring.com](mailto:jwtcpa@mindspring.com)

**For Sale:** I have a plain hood for a '70 Coronet. No rust, white in color and perfect hood insulation. Ready to bolt on and go. Contact David at 615-374-5976. or email [chevytrackerv8350.dbb@gmail.com](mailto:chevytrackerv8350.dbb@gmail.com)

**For Sale:** THE FOLLOWING ITEMS ARE FOR SALE AND ARE DEDICATED FOR USE ON 318 AND 360 ENGINES:

1. ONE INTAKE MANIFOLD 4 BBL., FACTORY CAST IRON, DUAL PLANE....\$75.00
2. ONE INTAKE MANIFOLD 4 BBL., EDELBROCK DUAL PLANE ALUMINUM CAT#3776 (MINT IN BOX)....\$150
3. ONE COMP CAM KIT #K20-210-2 260H INCLUDES CAM,LIFTERS,SPRINGS,TIMING CHAIN. (MINT IN BOX)...\$150
4. ONE HOLLY 4 BBL. CARB. MOD#4011 WITH ELECTRIC CHOKE, 650 CFM., VACUUM SECONDARIES , LIKE BRAND NEW WITH ADDITIONAL KIT OF ACCELERATOR PUMP, NEEDLES, SEATS, JET SIZES. PART NO. 0-084021....\$100

ANY QUESTIONS/APPLICATIONS, ETC. PLEASE CONTACT ME – DON EILER IN KNOXVILLE, TN at 865-947-9359 or email [eilers2@comcast.net](mailto:eilers2@comcast.net).

**For Sale:** 1972 Plymouth 'Cuda, limelight green, recently rebuilt 340, Automatic with sure grip, asking \$20,000. Contact Robert Robinson @ 615-579-2447

**For Sale:** Pony / make offer.



**Wanted:** Dependable inexpensive 4-cylinder Chrysler, Plymouth, Dodge or Jeep / contact Lynn Isenberg {615-289-7366, [lynn@volunteerwelding.com](mailto:lynn@volunteerwelding.com)

**Wanted:** Young Motor Co. 231 S. Cumberland Ave. in Lebanon, Tn. closed in the 80's. I am looking for any dealer items such as ice scrapers, key chains, sewing kits, promo cars, flags, displays or anything in general with their name and logos on it. Please e mail me if you can help. Or email [cd4334@yahoo.com](mailto:cd4334@yahoo.com)



### Wanted

1970 Roadrunner, Satellite, or GTX deck lid in good condition. Please call John at 618-357-3412. Or email [Linda.hartssock@frontier.com](mailto:Linda.hartssock@frontier.com)

### Wanted

8 1/4 axle for a 76 Plymouth Duster, A body. Email [cd4334@yahoo.com](mailto:cd4334@yahoo.com)

**Wanted:** I have a 1973 Dodge D100 club cab with a 400 and loadlite with power steering and need a set of used or new headers that will fit at a low price. The ones I've found at a low price say they will not work with power steering. The ones for the truck are Hookers for \$575, thats too much. I've been told that "B" body headers for a 383 will work, but don't know about the PS issue. Any guidance would be appreciated! Thanks, Phil Patterson, [pbpfishin@att.net](mailto:pbpfishin@att.net)

### Wanted:



Looking for these magnum 500 wheels for 1969 Plymouth Satellite. Looking (2) 15x10 rears and (2) 15x8 fronts or (4) 15x8. Can be used only if in excellent condition. You can contact Jay Tucker at 931-409-8929. Or email [irenearthur34@yahoo.com](mailto:irenearthur34@yahoo.com)

### Wanted: Winch

I own a Speed Shop in Portland Maine, and we are painting a W300 for a customer. He has most of the parts for the truck, but he is missing an original winch. Wondering if you may have one, or know of one for sale? Any help would be greatly appreciated.

Thanks - Scott Pitcock Member #0129 / contact me @ 207-807-6598 or [scottpitcock@gmail.com](mailto:scottpitcock@gmail.com)

**Wanted:** 1970 Plymouth B-Body Driver's side Door; must be completely rust free with none to minimal dings or dents. Contact: Lars @ 615-618-4800

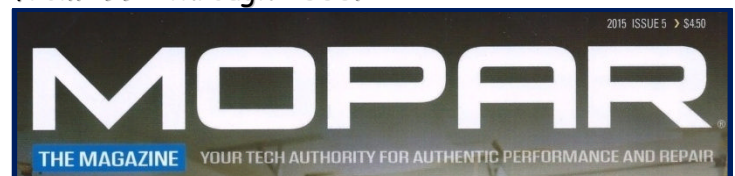
**Wanted:** I'm looking for a 8-3/4" Axle Center Section (3rd member/chunk). Need Sure grip with 3.55, 3.73 or 3.91 gears. 742 or 489 case. Text or call Gary D. Faulkner @ 615-973-3689. Thanks

**Wanted:** I'm looking for a complete 69 Charger grill from the headlight bracket forward. Please advise if you know where I can find one? Will Canterbury at 615-686-1116 or email [willcanterbury@gmail.com](mailto:willcanterbury@gmail.com)



## Performance Tech

The following two pages of Performance Tech are taken from Mopar Magazine. This article is by Larry Shepard and refers to Magnum engines built from 1992 through 2003.







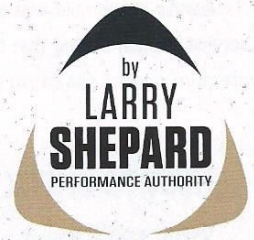
# Rebuilding Magnum Engines

The V8 Magnum engines were built from 1992 through 2003 and came in two sizes — the 5.2L V8 and the 5.9L V8. The Magnum family of V8s is the third generation of Chrysler/Mopar® small blocks and replaced the earlier “LA” engines. While the 318 LA engine is the same size as the 5.2L Magnum engine and the 360 is the same size as the 5.9L, there are some unique aspects to the Magnum V8s.

All of the Mopar small blocks are very durable and high mileage is common. Beyond high mileage, there are many reasons for rebuilding an engine — breakage, burning oil or smoking, poor performance or bad noises may warrant

a rebuild. Compression tests and leak tests can give you an idea of where or what the problem is.

Once you decide to rebuild the engine, you have more decisions to make: do you pull the engine or rebuild it in the vehicle? Do you want to change something in the engine? Do you want more performance? And then there's the important question of the cost of repair. Of course, this part of the balance sheet may not be known until you take it apart.



### ELECTRONICS

The Magnum V8s are a very high-tech family of engines. They are all MPI — multi-point injection — which means they all have ECMs (engine control modules). The ECM controls both the fuel injection system and the ignition system. There are all kinds of sensors (about 6 or 7 main ones). The sensors can be damaged or broken, but typically the ECM doesn't need to be replaced at an engine rebuild. Sometimes replacing the sensors is required.

### BASIC REBUILD SERVICE

At an engine rebuild on a high-mileage engine, you can assume that the air cleaner element should be changed. Stock replacement or upgrade to a low restriction unit is recommended. Also, the oil filter should be changed, but don't throw the old one away just yet. If you plan on painting the engine, you can install the old oil filter to cover the opening during painting and then throw it away (drain oil before using).

An engine rebuild will require a complete engine gasket set and new bearings — both rod bearings and main bearings. While some bearings may look like new, it is not worth the gamble to re-use.

### IGNITION SYSTEM

Beyond replacing the spark plugs at an engine rebuild, the distributor cap and rotor (**P4876255AB**) should also be replaced. Magnum parts are unique from the LA engine parts. The plug wires are a grey area — they could be fine, but it's wise to replace them if the engine has over 150,000 miles on it.

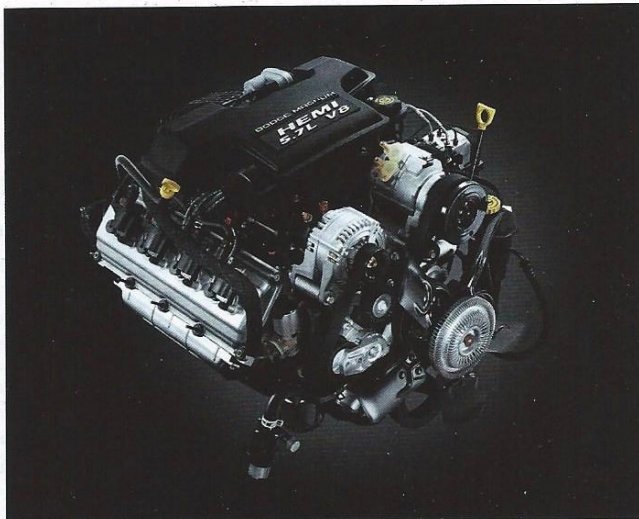
### SHORT BLOCK

When taking an engine apart, one of the key issues is the condition of the short block. You will need the help of your engine shop at this point to determine if the block is damaged or if it can be rebuilt. The Magnum blocks are thin-wall, cast blocks so you should try to limit the overbore to .020" or .030" overbore. If one cylinder is damaged (scratched), then it may be sleeved. If the block is broken and can't be repaired, it will need to be replaced.

With any overbore, always check the availability of pistons and rings in the desired configuration before any machining is started. If you plan to overbore a block more than the .020"/.030" then you should sonic test the block before any machining is done!

Generally the crank can be re-used as is or by grinding the journals .010" or .020" undersized and using matching bearing sizes. Since the engine is apart and if more performance was desired during your “decisions,” then replacing the crank with a longer stroke crank could be considered.

There are many options like the small main 3.58" stroke crank **P5007257** for the 5.2L engines (344-inches at stock 3.91" bore) or the large main 4.00" stroke crank **P5007258** for the 5.9L engines (402-inches at stock 4.00" bore). There is also a 4.00" crank for the 5.2L engines. The rods can be re-used but consider replacing the rod bolts. The 5.2L engine uses a flat top piston while the 5.9L engine uses a dished piston. Almost all rebuilds will require the pistons and rings to be replaced. The pistons are selected based on the final bore size, crank selection and rings. The 5.9L Magnum pistons are much lighter than similar LA engine pistons. Magnum engines use 1.5mm rings. The other aspect of the piston is its compression ratio — stock is about 9-to-1. You don't want to increase this number if you plan on using pump gas.





## CAMSHAFT & VALVETRAIN

Generally, you can't tell much about the camshaft until you take the engine apart. All Magnum engines use the hydraulic roller cam design. If you find a broken tappet at disassembly, you can replace it - **P4876054** individual tappet.

While you want to keep the tappets with the cam if the cam lobes are OK, then the tappets can probably be re-used. If the lobes are damaged, the cam and tappets should be replaced.

The cam can also offer more performance. As an upgrade, consider hydraulic roller cam **P5155561** for the 5.2L engines, which has 258/264 degrees duration and .480" lift, and **P5155562** for the 5.9L engines, which has 264/270 degrees duration and .480" lift. Some Magnum engines come with a silent chain cam drive. Consider upgrading to a double-roller chain drive like **P5249267** (with 3 matched keyways). As a general rule on high-mileage engines, plan on replacing the cam drive set (the chain and two sprockets). Unless there has been an oiling failure, you can generally re-use the pushrods and rocker arms.

## INTAKE SYSTEM

All Magnum engines are fuel injected. There are eight injectors — one per cylinder. They should be cleaned but can be re-used. The intake manifold is made of aluminum and can be used as is. The production intake is somewhat round and is nicknamed "the beer barrel."

## CYLINDER HEADS

If there was an engine failure, then the cylinder head (one or both) is most likely damaged. But, if it can be repaired your engine shop can help you with that analysis.

So, let's assume that the heads can be rebuilt. The key issues, after the basic casting, are the valve guides and the valve seats. Typically, high-mileage heads have worn guides and they must be replaced. Likewise, the valve seats can be worn and will require rework.

One solution is to install large (oversized) valves like 1.97" intake **P5249877** and/or 1.625" exhaust **P5249876**. Both are stainless steel valves. The large head diameter allows the engine shop to grind the seat on a larger diameter. This doesn't always work.

Another option is new seat inserts which can be installed by your engine shop. The Magnum uses 8mm valve stems and your gasket set should include new valve stem seals - be sure to use them! If the engine was severely overheated, then the valve springs should be replaced.

A higher lift cam can also require new springs. A set of HP springs **P5249464** with retainers **P4452032** could be the solution. Some Magnum engines use beehive or conical springs, which require the spring and retainer to be looked at as a set.

Many Magnum engines were installed in trucks and it was popular to install a supercharger on these engines. If this modification is planned, be sure to drop the compression ratio from 9 (stock) to about 8.

If the engine is already built, or the pistons are already purchased, then the solution is the Cometic extra-thick head gasket (about .090" vs. about .040" for the stock gasket). They also have extra-thick intake gaskets to go with it.

So, what if the head is cracked or broken and must be replaced? This can be tricky because new cast iron heads are somewhat in demand. No worries, Mopar® offers cast iron Magnum heads (**P5155469**) and aluminum Magnum heads (**P5153847**).

# 87%

## DID YOU KNOW?

**ACCORDING TO THE ENGINE REBUILDERS COUNCIL, HAVING A DAMAGED ENGINE REBUILT COSTS AN AVERAGE OF 87% LESS THAN THE COST OF A NEW CAR. REBUILDING IS GOOD BUSINESS FOR YOUR SHOP — AND REDUCES EXPENSES FOR COST-CONSCIOUS CUSTOMERS.**

When rebuilding a Magnum engine, remember that the A-engine water pump runs in the reverse direction from the Magnum pumps so they can't be swapped. The Magnum intake manifolds have a smaller thermostat housing/gasket than most A-engines. There are examples going both ways so check it out early.

There are also some unique one-piece damper and front pulley systems on the newer Magnums that can cause problems with the fan belt drive system (upgrades mainly). There are also valve cover (10-bolt) issues usually solved by re-using your original set.

These are just some of the more popular options that you may encounter in a normal rebuild. For more information and added details, please contact the Mopar Performance Tech Line – 888-528-HEMI (4364) or go to the website – [www.mopar.com](http://www.mopar.com).



**“Save the Date!”**

# Music City Mopar Club



## 27<sup>TH</sup> ANNUAL ALL MOPAR CAR & TRUCK SHOW

**SATURDAY, SEPTEMBER 24, 2016**



JUDGED **ONE** DAY EVENT

WILSON COUNTY FAIRGROUNDS / 945 E. BADDOUR PKWY / LEBANON, TENNESSEE  
Show Car Entry Fee still only **\$20.00**

### 5<sup>TH</sup> ANNUAL FRIDAY CRUISE-IN “KRUIZIN’ AT THE CRUISE-IN”

BEGINS AT 4:00 PM

Open to All Makes and Models

FREE FOOD, while it lasts  
MOVIE AND MORE



Host Hotels: {Proposed for 2016}



829 South Cumberland Street  
Lebanon, Tennessee 37087  
615-444-1001



822 South Cumberland St.  
Lebanon, Tennessee 37087  
615-449-5781



50/50 DRAWING

FOOD VENDORS CAR CORRAL

“BIG SCREEN HD TV RAFFLE” \*\*

\*\*Do Not have to be present to Win



BE SURE TO CHECK THE CLUB’S WEBSITE FOR “UP-TO-DATE” DETAILS

[www.musiccitymoparclub.com](http://www.musiccitymoparclub.com)



Please support our Sponsors:



[nashvilledodge.com](http://nashvilledodge.com)

For more information:  
President: Donny Lippard ~ 614-286-2648  
[mopar.1970@aol.com](mailto:mopar.1970@aol.com)  
Vice-Pres: Mike Wilkins ~ 615-776-0081  
[moparmike69@outlook.com](mailto:moparmike69@outlook.com)  
Treasurer: Wayne Hall ~ 615- 812-5274  
[wjhall1977@gmail.com](mailto:wjhall1977@gmail.com)  
Events Director: Jim Peach ~ 615-975-9188  
[tennjaguar@aol.com](mailto:tennjaguar@aol.com)  
Secretary: Gary Garner ~ 615-406-1962  
[titan43gg@aol.com](mailto:titan43gg@aol.com)

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