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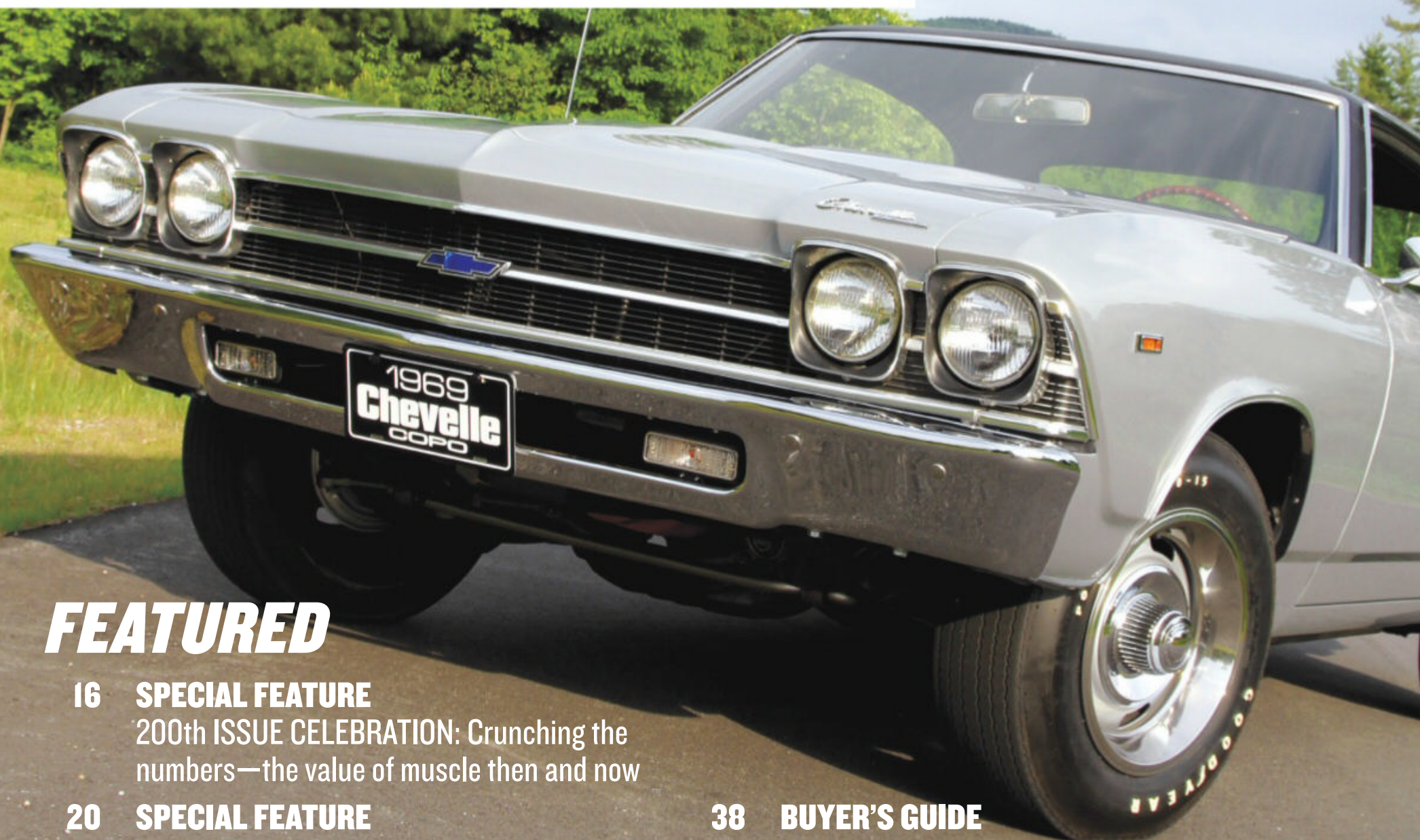
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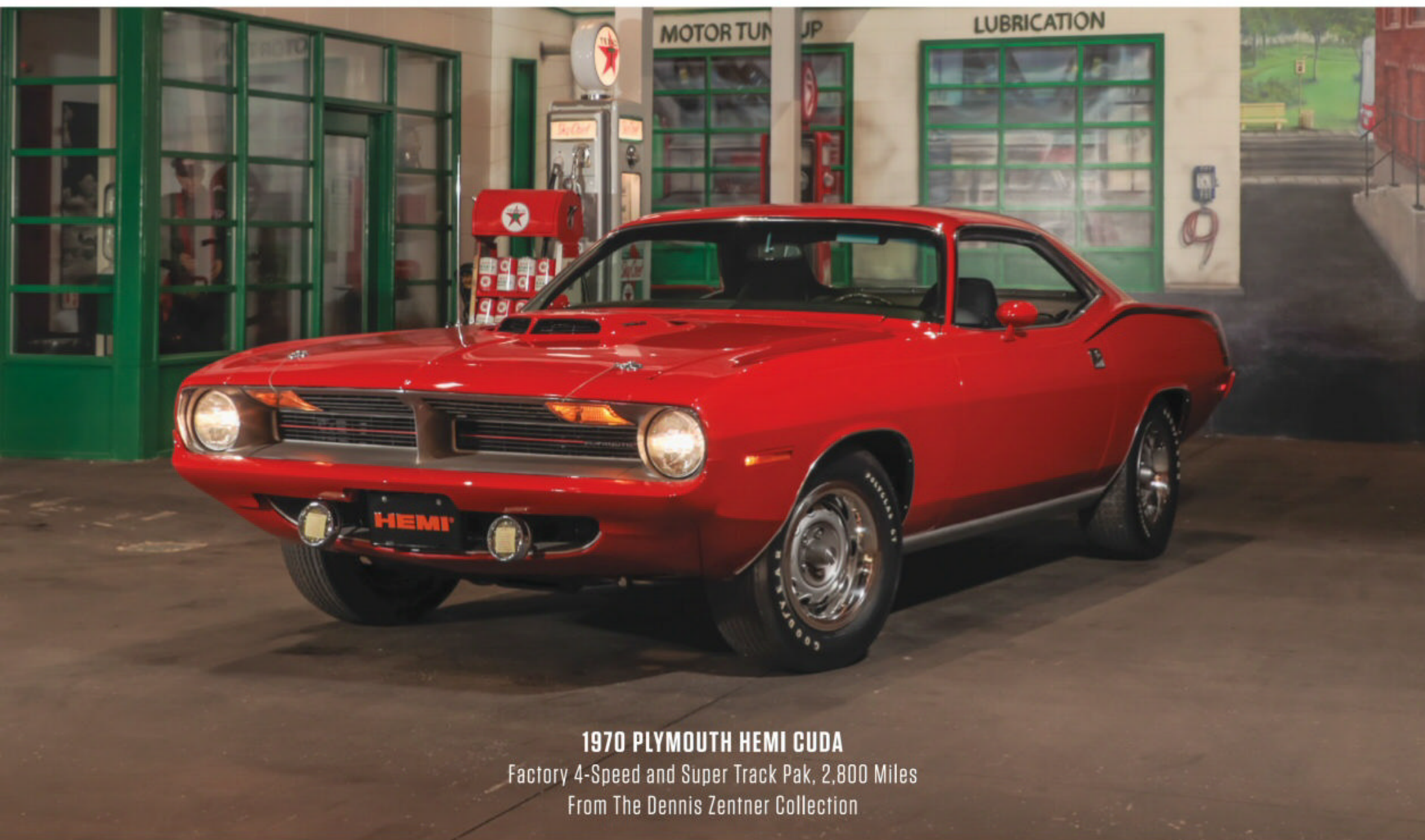
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Perpetual Muscle

Someone asked me recently how we can produce a magazine on the same topic every month and still make it interesting. It seemed particularly pertinent, given that we were about to crest 200 issues of *HMM*, but the answer is the same as it's been for the duration of this title: We like to tell stories, and there's no shortage of stories to tell.

Back when *HMM* was conceived, the idea had been to create something that was more than just the same core cars over and over, with transcriptions of technical specifications making up the meat of the copy in the feature articles. A high level of detail and accuracy was always part of the plan, but not at the expense of conveying the unique histories of the individual cars. Detailing these backstories is how we go mining for the gold that keeps these pages rich with fresh material, consistently giving readers something they haven't already read many times before.

And the stories that surround muscle cars are so often fascinating. From the time they were new, these automobiles have held a power beyond their obvious appeal of performance, connecting with owners in a way that created lasting memories. Many buyers never let go of their muscle cars, and others who did have gone to great lengths—years or even decades later—to reclaim what they'd once had. It is this deep admiration for performance cars of the muscle era and beyond that led so many people to stash these machines in the proverbial barn, garage, shed, warehouse, or other available space, just so they did not have to let go.

Today, 50-plus years on, the value of those same vehicles, and the length that fans will go to bring them back from the brink of becoming scrap, is often amazing, and continues to provide a steady stream of new tales to tell.

Someone opined that we would eventually run out of these narratives, once all the cars were found and restored, but we've got no fears there. While original, unrestored cars continue to surface, the '60s muscle cars that were first revived in the '80s are now turn-

ing up in need of attention, sometimes having sat in storage for more years than had passed between the assembly line and that first restoration. The archeology of dissecting a '60s car rebuilt in the '80s brings a new twist to the hobby—who knows, maybe the "Decade Two" movement will start up soon.

Plus, newer generations of gearheads are starting to pine for the rides of their youth, like IROC Camaros and 5.0 Mustangs, and they've got stories of their own. Meanwhile, brand-new cars are rolling off assembly lines with V-8 engines, rear-wheel drive, and more power than could have been imagined, even at the height of the original muscle era. Right now, those cars are setting new benchmarks for performance and making new memories for their owners. Someday, they're going to need to be restored, too.

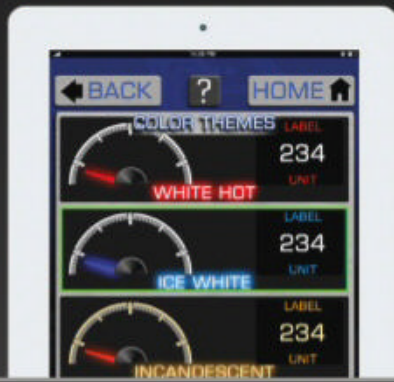
When I went back and re-read the column I wrote for the 100th issue, I was reminded that—even back during the time of *HMM*'s initial launch—there had been talk of how the print magazine was facing obsolescence. I didn't believe that in 2003, and I don't believe it today, even now that there are far fewer automotive titles to choose from on newsstands.

The media landscape has continued to evolve since the early days of the new millennium, and today there are plenty of alternative ways for car enthusiasts to consume related content, but the printed page still has its place, and you all have helped us to demonstrate this by coming back for more every month.

But we're evolving, too. In addition to having executed a couple redesigns of the magazine during the past 100 issues, we continue to tune and refine the content, and we added an online weekly newsletter several years back (sign up at www.hemmings.com/newsletter/signup if you haven't done so already). We're currently working on expanded digital content, and other ways for you to connect with our take on the American performance car and the lifestyle that surrounds it. Meanwhile, we're already digging into our next hundred issues. Stay tuned. ■

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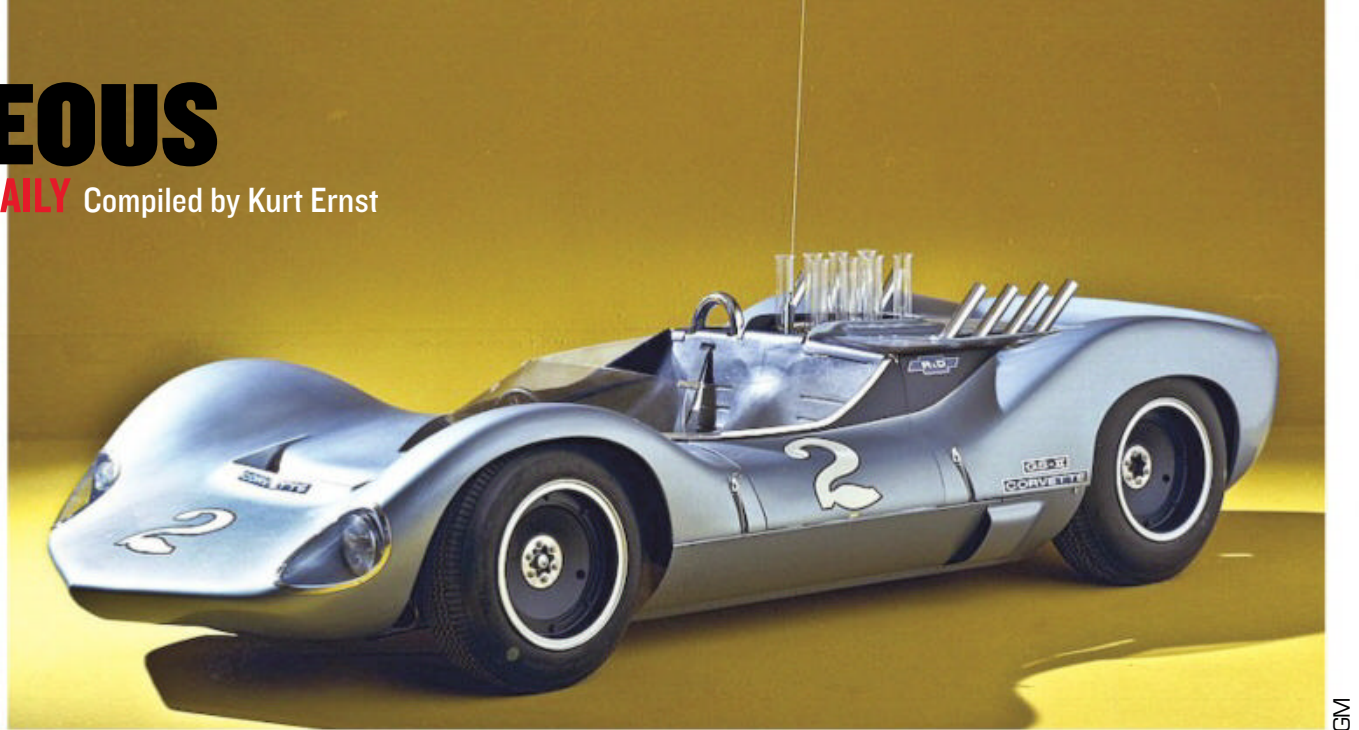
CHEVROLET GS-IIB TO JOIN MID-ENGINE CORVETTE CLASS AT AMELIA ISLAND

No story of the Chevrolet Corvette's evolution would be complete without mention of the GS-IIB, a prototype that will make its concours debut at Amelia Island amid a special class dedicated to the mid-engine Corvette throughout the years.

GM destroyed the first version of the mid-engine GS-II show car after a brief testing session, then built an updated version, the GS-IIB, which featured a riveted and bonded monocoque chassis made from aluminum. GM then sent the GS-IIB down to racer and Chaparral founder Jim Hall's Rattlesnake Raceway in Midland, Texas, for more testing; according to author and historian Karl Ludvigsen, the 1,450-pound car hit 198 mph in its test session.

"It was an excellent presentation, and they have done some fabulous things," Bunkie Knudsen wrote of the results from the GS-II sessions. To what end, though, nobody quite seemed sure.

Which is not to say that nothing resulted from the GS-II. Hall, along with Roger Penske, argued that R&D should



GM

let them continue to develop the mid-engine monocoque platform to prevent Chevrolet's competition from learning about, and benefiting from, the program. Knudsen agreed, and according to Ludvigsen, "R&D and Chaparral began the sharing of engineering know-how that led to the fabled downforce wings and torque-converter transmissions with which Chaparral wowed the world of racing."

The GS-IIB itself remained in Midland, where Hall put it under a cover in a garage and left it unseen until early 2018, when he decided to place it in the Chaparral Gallery at the Permian Basin Petroleum Museum.

The GS-IIB will appear in the mid-engine Corvette class alongside CERV I, CERV II, CERV III, XP-819, the rotary-powered XP-897 GT, XP-895, and the Aerovette. For more information, visit www.ameliaconcours.org. —Daniel Strohl

NHTSA DRAFTS REPLICARULES

More than three years after the Low Volume Motor Vehicle Manufacturers Act required the National Highway Traffic Safety Administration to draft replica car regulations, and in response to an October 2019 lawsuit filed by the Specialty Equipment Market Association, the NHTSA has complied.

Under the Low Volume Motor Vehicle Manufacturers Act, which passed in December 2015 as part of a highway funding bill, replica carmakers would be able to sell turnkey replica vehicles, provided they adhere to production caps (no more than 325 vehicles per year, built by companies that construct no more than 5,000 vehicles per year worldwide), use EPA- or CARB-certified current model-year engines, and replicate vehicles at least 25 years old.

The law also mandated that the EPA and the NHTSA draft guidelines and regulations for anybody who wanted to take advantage of the law within a year of the law's passage. While the EPA issued its draft guidelines by the end of 2017, the NHTSA didn't do so until December 2019.

Per the NHTSA's proposed regulations, replica carmakers have to issue 17-digit vehicle identification numbers for their vehicles, conform to NHTSA-mandated recalls, and close loopholes that would otherwise allow importing new foreign production vehicles. The proposed regulations also restrict replica carmakers to building vehicles with the same overall dimensions and the same — or similar — appearance as the vehicles being replicated.

NHTSA's proposed regulations also effectively outlaw replicas of prototypes or concept cars by eliminating as source material any vehicle not originally for consumer sale.

With NHTSA's adoption of the regulations, the replica car law will go into effect, likely by summer 2020. —Daniel Strohl



FACTORY FIVE

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THE FIRST 2020 GT500

A year ago, the first 2020 Shelby GT500, serial number CS0001, was sold for \$1.1 million at the Barrett-Jackson auction in Scottsdale, with all proceeds going to the Juvenile Diabetes Research Foundation. The car that appeared on stage was just a prototype; the winner would be able to pick his preferred color. The winner? None other than Craig Jackson himself.

Mr. Jackson has taken delivery of his GT500, at long last. He traveled to Flat Rock, Michigan, to watch it being built. But he had a special request: Instead of choosing a color from Ford's palette, he wanted it to match his other Shelby — "Green Hornet," the EXP500 prototype that we featured back in September 2006 (*HMM* #36). In some ways, the new GT500 had more in common with EXP500 than most Mustangs in the past; beyond the Shelby connection, EXP500 had four-wheel disc brakes, experimental Conelec fuel injection, and independent rear suspension.

EXP500 has been restored again since our feature — its Conelec fuel injection now working as designed atop the 428 CJ V-8, and it is painted the correct candy apple green

(over lime green). This is the hue that Jackson requested, and eventually got — though not without a bit of extra legwork from BASF and Penske Automotive.

A white EXP500 stripe appears on the new car's rockers, and the mirrors are also painted body color (standard production GT500 mirrors are black).

The GT350's 5.2-liter version of the DOHC Coyote V-8 adds a Roots-type Eaton supercharger that also allows for a bigger air-to-liquid intercooler. The bigger engine demanded a new front fascia, hood, and front fenders to accommodate all of the cooling that 760 horses require. Other aerodynamic touches include a new front splitter, a new belly pan, and a track-proven rear wing designed to reduce high-speed lift while minimizing aerodynamic drag. No stick will be available: The GT500's only transmission is a new seven-speed TREMEC dual-clutch.

The two mean green machines appeared at the Barrett-Jackson auction in January, along with the freshly restored "Little Red," marking the first time that Little Red and the Green Hornet had been seen together in more than 50 years.

CORVETTE: 2020 CAR OF THE YEAR

Chevrolet's all-new mid-engine 2020 Corvette has been named the North American Car of the Year.

A jury of more than four dozen automotive journalists put the new Corvette on top, with the process beginning in June 2019. In order to be considered for the award, a vehicle had to be either completely new or substantially revised. The other finalists this year: Toyota Supra and Hyundai Sonata.

As we know, the C8-generation Corvette has moved its engine behind the seats, enabling buyers to experience a brand-new, 490-hp mid-engine sports car (with a warranty and a payment book) for under \$60,000 (give or take your local dealer's "market adjustment"). A top-of-the-line 3LT coupe



CHEVROLET

with the Z51 performance package still stickers for under \$80,000 — roughly half to a third the price of other mid-engine sports cars making the same power.

Production versions were scheduled to be on sale in February, after a fall 2019 strike kicked the Corvette's schedule back by six weeks. Which makes us wonder just what everyone on the jury was driving for evaluation.



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Letter of the Month: Danish Mustangs

I would like to express my appreciation for your great magazine, which I receive by mail every month.

Ever since I was a kid, I have had a great interest in cars. My earliest memories go back to when I was five or six (I'm 46 now) and I was allowed to sit in the new cars at my grandfather's Toyota dealership, imagining I was behind the wheel on the road.

At that age, I was fascinated by most cars, but when I grew older, I developed a true passion for American muscle cars. These were rare in Denmark, where most cars came from other places in Europe or Japan, but when I attended high school, a nearby car dealership specialized in buying and selling American cars.

So, every morning when I took the bus to school, I usually jumped off one stop prior, just to walk by the dealership and get a glimpse of the Mustangs, Camaros, Trans Ams, Corvettes, or whatever other exciting rarity it had in stock.

I got my fingers on a couple of *Auto Traders* magazines from the U.S. and some Swedish car magazines to learn more about these fascinating cars, with their big engines and awesome sound. At the age of 17, I bought my first Haynes repair manual for Mustangs (1965-'73), hoping to get my own car soon.

But, as you know, other things happen in life. I met

my wife and had to fund my education as an airline pilot, and, when that was all set, raising a family with two lovely children became a priority.

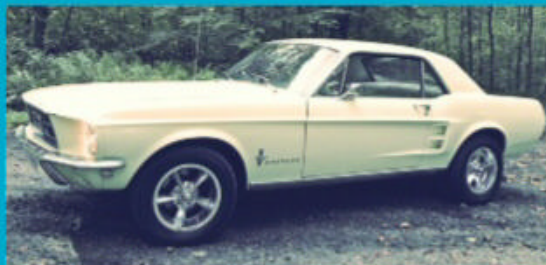
Twenty years after I bought that repair manual, I finally got my first American car. A Springtime Yellow '67 Mustang with a C-code 289. It was solid and rust-free, but it needed some TLC. After spending a few years upgrading the car with new brakes, suspension, exhaust, interior, and so on, I found myself ready for a new project.

Then I found a 1970 Mustang convertible in Grabber Blue with a 302, that needed a full restoration. The car was in pieces, but everything was there and in quite good shape.

The restoration is still not complete, but I get closer to the target every week; meanwhile, I can enjoy my '67. My daughters love when we take it for a spin for an ice cream during summertime with music from the '60s, '70s, and '80s on the radio.

Once again, thank you for all the great stories and articles.

Rasmus Olsen
Denmark



MISTAKEN IDENTITY

Just received my February '20 issue of *HMM*. I immediately turned to the Pure Stock Drags coverage ("Pure Stock Drags at 25," *HMM* #198). At first, I was thrilled to see my green Chevelle in the lead photo, but quickly realized that the excellent car shown actually belongs to Dave Byers. I've included

a photo of Jeff Mann and me leaving the starting line for your reference. As you can see, the Chevelles are nearly identical and easily confused. I wanted to be sure Dave received proper recognition for this great photo! I really enjoy your great magazine (subscriber since issue #2). Keep up the great work!

Mark Baker
Via email

PRAISING THE BOSS

An absolutely fabulous article by Barry Kluczyk on the Boss 429! ("Building a Better Boss," *HMM* #198.) Quite a few of us have recognized the compromises inherent

in the original street versions, the work Jon Kaase was doing with the cylinder heads, and what could be done with a new Ford Racing 460 block, but I don't think anyone's ever put together a better article on it than Barry (together with his vivid photography). More Barry, please!

With great regard,
Larry A. Smith
Via email

A DIFFERENT DAYTONA

I want to say that you and your staff produce the best magazine dealing with performance cars. The stories bring back memories of the days when I would be

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going to elementary school and see and hear Torinos, Dusters, Chargers, and GTOs. Then, when I arrived at school, I would walk past the cool teachers' cars: Mustang GTA (green), Cougar Eliminator (orange), and an Olds 4-4-2 (yellow).

Flash-forward to 1980s: I was about to enter the U.S. Air Force and needed reliable transportation. Already owning a 1973 Challenger (still own it), I was sold on Mopar performance, so off to the Dodge Boys for me. I was able to swing a deal on a 1985 Daytona with the turbo engine and all the options I needed.

This is a car I would like to see stories on. While Daytonas are rare, I still have mine with just over 170,000 miles. It gets pampered in my garage, but it also gets driven regularly.

Thanks again for the great cars and stories.

M. Rush
Clemmons, North Carolina



NO MONTE?

My excitement was high as usual when I opened my mailbox and saw that the latest edition of my favorite car magazine, *Hemmings Muscle Machines*, had made it in. Then, when I scanned the cover and saw that the issue had a full section on GM A-bodies, I got really pumped, because that meant there would be a section on my beloved first-generation Monte Carlos! Imagine my disappointment as I thumbed through the pages and BAM, slap in the face, no "Knight in Shining Armor" GM's "Gentlemen's Muscle Car" was to be found. No 1970 Monte Carlo SS 454?

Come on guys, how can you have a whole section on A-bodies without the Monte Carlo? Show some love!

(Rant over)
Tommy Rorex
Daphne, Alabama

Well, technically, Tommy, your Monte Carlo is a G-body — the second model to have that designation after the 1969 Pontiac

Grand Prix. There's a lot of ground to cover in any story dedicated to the GM A-body, even after breaking out particular generations, so we thought we'd save the G-body stuff for another feature. Stay tuned.

NO MORE NO-SALE

I'm a long-time subscriber to *HMM*, which I consider to be the pinnacle of automotive publications. I wanted to share my feedback on the Auction Action section, which is the first section I read in each new edition.

I absolutely love the writer's insights and notes about each particular car; it feels as if I'm there looking at the car with a personal expert. I really like seeing what a car sold for versus the average selling price — great information. I do not, however, appreciate the frequent listing of a car that was "not sold." For the most part, I am completely uninterested in the details of cars that did not sell as those provide me with little beneficial or entertaining information. I understand the need to scatter in a few of the offerings that did not sell, especially if the writer is questioning the sanity of the seller, but it should be as an exception to augment the listing of cars that did sell.

In the February 2020 edition, Matthew Litwin featured 15 cars from the 2019 Russo and Steele Monterey auction and 12 of the 15 were not sold. I'm always a bit frustrated by multiple unsold listings, but with 80 percent of this edition's featured cars not sold, this section was a complete disappointment and left me hoping this is not new trend for this section of the magazine.

Barry Morgenroth
Via email

To explain why our reporting for that auction turned out such a high number of unsold units, you should first understand that the person reporting — to date, almost always one of our own editors — is gathering photos and information on the available lots prior to the sale in most instances. This often has to be done for time efficiency, particularly in situations where we are reporting on multiple auctions in one trip, as is the case with Monterey. Also, more and more, auction houses are not permitting access to sold lots after they have crossed the block, a measure taken in part to add security. In these instances, we have no choice but to inspect the car prior to sale. It is not feasible to photograph,

inspect, and take notes on every car offered at most auctions, so we must select a batch of vehicles to report on. At that point, we don't know which will sell and which will not. In the case of that particular auction, the sell-through rate was only around 43 percent, so there were bound to be lots of unsold vehicles among our sampling. True, in that report, the number was disproportionate to the actual sell-through, but such is the luck of the draw.

Having said all of this, I would add that I don't agree with your feeling that there is nothing to be gleaned from data on unsold lots. Most of the time, we provide figures for the high bid on unsold vehicles, and these figures can be interesting as an indication of what the market will bear for that particular lot, and to a lesser extent, that type of vehicle. True, auctions can yield fickle results — it's part of their appeal — and ultimately, a vehicle is worth what someone will pay right then and there, in that time and place. Still, high-bid figures on unsold cars is not useless information.



409 FIND

I found, in a barn in my farmland community, a 1963 Chevrolet Biscayne four-door station wagon with a factory-built four-speed transmission and the original 340-hp 409-cu.in. engine; it had been in there since 1969 or 1970.

This is a very strangely optioned car, as it has the original tach on top of the steering column. I found that this car was raced locally, and put in an old dairy barn and forgotten. It sat in that barn and then another from 1970 until I got it into the daylight again around January 2019. I brought it back to life a few months after I purchased it from an 86-year-old dairyman named Dennis — it runs really strong and fast. I just went through the brake system and fuel system, and it fired right up and didn't rattle or knock. I can't really figure out what it is worth — it is such a rare tire-shedding beast.

Michael Ohanesian

Via email ■



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COUNTING BACKWARD

A LOOK BACK AT THE MUSCLE CAR WORLD WHEN *HEMMINGS MUSCLE MACHINES* MADE ITS DEBUT

BY KURT ERNST

PHOTOGRAPHY COURTESY THE MANUFACTURERS

IN THE FALL OF 2003, *The Matrix* franchise was pulling big numbers at the box office, Nelly and P. Diddy were blowing up the airwaves, gas was around \$1.60 per gallon (and falling), and a new specialty car magazine hit newsstands and mailboxes. *Hemmings Muscle Machines*, our first title dedicated exclusively to “American performance cars, regardless whether they were powered by four, six, eight, ten, or even 12 cylinders,” debuted with the October 2003 issue, which featured a red ’65 Chevelle SS up against a red ’64 Plymouth Fury on the cover.

Though it’s hard for us to believe, the issue you now hold in your hands is our 200th. A lot has changed in the realm of the American muscle car over the past 17 years. What better way is there to mark our anniversary than with a look back at the domestic performance landscape at that time, compared to today’s scene?

First, the bad news: There was no Chevrolet Camaro in 2003. The Bowtie brand had killed off its pony car with the 2002 model year, the victim of lagging sales and a declining market for performance cars. For its final year on the market, the Camaro was available in Z28



form, as a coupe or convertible, along with the higher-performance SS, also available as a coupe or convertible.

Over at Ford, the pony car was alive and well. The fourth-generation (SN95) Mustang was growing long in the tooth,

having first appeared for the 1994 model year, but a new, fifth-generation Mustang, with nostalgic styling that paid homage to the first-generation models, was under development. Buyers still had a choice of performance Mustangs, ranging from the

CAMARO PRICING 2002

MODEL	2002 MSRP	APPROXIMATE PRICE IN 2020 DOLLARS	ENGINE	HP	TORQUE
Z28 coupe	\$23,070	\$32,229	5.7-liter V-8	310	340
Z28 convertible	\$30,165	\$42,141	5.7-liter V-8	310	340
SS coupe	\$26,695	\$37,293	5.7-liter V-8	325	350
SS convertible	\$33,790	\$47,205	5.7-liter V-8	325	350

FROM 200



CAMARO PRICING 2020

MODEL	2020 MSRP	ENGINE	HP	TORQUE
1SS coupe	\$37,995	6.2-liter LT1 V-8	455	455
1SS convertible	\$43,995	6.2-liter LT1 V-8	455	455
ZL1 coupe	\$62,995	Supercharged 6.2-liter LT4 V-8	650	650



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MUSTANG PRICING 2003

MODEL	2003 MSRP	APPROXIMATE PRICE IN 2020 DOLLARS	ENGINE	HP	TORQUE
GT Deluxe coupe	\$23,705	\$33,116	4.6-liter V-8	260	302
GT Deluxe convertible	\$28,045	\$39,179	4.6-liter V-8	260	302
Mach 1 (coupe only)	\$28,705	\$40,101	4.6-liter DOHC V-8	305	320
SVT Cobra coupe	\$33,460	\$46,744	Supercharged 4.6-liter DOHC V-8	390	390
SVT Cobra convertible	\$37,835	\$52,856	Supercharged 4.6-liter DOHC V-8	390	390



stalwart GT to the Mach 1 and the highest-performing pony, the SVT Cobra. While the GT made do with a traditional pushrod V-8, the Mach 1 and the Cobra both received a DOHC V-8, the latter fitted with an Eaton supercharger.

Over at Dodge, then under DaimlerChrysler, the Challenger nameplate was still dormant, having last graced the flanks of a four-banger captive import sold from 1978 to '83. The division's sole muscle car was the Viper, then in roadster form only and powered by an 8.3-liter V-10, rated at 500 horsepower and 525 pound-feet of torque. It was loud, it was crude (despite the fact that the third-generation Viper debuted for 2003), and it was also expensive, priced at \$79,995 (or \$111,753 in 2020 dollars).

No one could have predicted the current state of the domestic performance car market in 2003. Though prices are up today, so is performance, and we now live in a time when one can purchase a domestic coupe that makes nearly 800 horsepower, comes with a factory warranty, and STILL costs less than a Viper did when our first issue dropped. Even the "entry level" pony cars of 2020 produce more horsepower off the showroom floor than anyone could have imagined 17 years ago.

The Camaro has returned, though in the wake of falling sales it's impossible to say how much longer it will remain in Chevrolet's product lineup. Today, turbocharged four-

cylinder engines are the entry-level offering, but in terms of V-8s, Chevy offers the Camaro in normally aspirated and supercharged forms.

Ford's Mustang, now in its sixth generation, remains available with a variety of powertrain options, ranging from turbocharged fours through supercharged V-8s. In 2020, for better or for worse, the Mustang family tree grew a new branch when Ford announced its Tesla-fighting electric-powered crossover would bear the legendary name, coming to market as the Mustang Mach-E. For now, the Shelby name still graces the highest performing Mustangs in the lineup, which remain fueled by gasoline.

Over at Dodge, the Viper is but a memory. Though the final version of the Viper was a much-improved performance car in every measurable way, it was priced beyond the means of many buyers, and remained difficult to live with on a daily basis. That leaves the Challenger as the brand's sole two-door performance offering, though technically speaking, the highest-performing variants come courtesy of SRT, Mopar's performance brand. Launched in 2008, the Challenger remains the oldest of the current crop of pony cars, yet it consistently outsells its domestic rivals. Why? Possibly because there's a Challenger model to suit almost every need, from stylish transportation (with available AWD and sensible V-6 power) to weekend track terror.

So where do we go from here, performance-wise? On the new car front, it's likely that electric motors will work their way into muscle cars, supplementing gasoline engines, and — perhaps one day — even replace them. If and when that happens, the muscle machines of yore (including those being put together on an assembly line as I type these very words) will soldier on, supported by a robust performance aftermarket and a population of muscle car fanatics. ■

MUSTANG PRICING 2020

MODEL	2020 MSRP	ENGINE	HP	TORQUE
GT fastback	\$36,475	5.0-liter V-8	460	420
GT Premium convertible	\$45,975	5.0-liter V-8	460	420
GT350 fastback	\$61,535	5.2-liter V-8	526	429
GT500 fastback	\$73,995	Supercharged 5.2-liter V-8	760	625



DODGE PRICING 2020

MODEL	2020 MSRP	ENGINE	HP	TORQUE
Challenger R/T	\$34,840	5.7-liter HEMI V-8	375	410
Challenger R/T Scat Pack	\$40,240	6.4-liter HEMI V-8	485	475
SRT Hellcat	\$61,190	Supercharged 6.2-liter HEMI V-8	717	656
SRT Hellcat Redeye Widebody	\$78,790	Supercharged 6.2-liter HEMI V-8	797	707



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SPECIAL FEATURE



200

HMM HITS ISSUE

BY THE HMM STAFF

OUR FIRST 100 ISSUES FELT LIKE QUITE A milestone, yet here we are having covered another 100 in what feels like no time at all. It's actually been just over nine years, and the magazine has continued to evolve during that time, with updated graphic treatments, revised features, and new inclusions. Yet at our core, we still like to tell great stories about cool cars, and it was the recognition of the satisfaction we derive from pulling those features together that sparked the idea for this celebration of our 200th issue. We're fortunate to have had many of the same team members on our staff for much of this magazine's existence, so polling our editors to hear about their favorite stories felt like an excellent way to reflect on our history here. The reasons behind their selections vary, including favorite cars, intriguing stories, great photo shoots, and so on. As the staff members explain their choices, some insight behind the scenes comes forth as well, shedding a little more light on what goes into bringing these magazine issues together. We're also providing links to each of our editor's highlighted favorites, so you can go back and check them out again. —Terry McGean

"RADIO FLYER" JULY 2005 • HMM #22 1988 FORD MUSTANG LX 5.0L SPECIAL SERVICE PACKAGE



Growing up in New York State in the 1980s, it was a rare and memorable thing for me to spot a gold-trimmed dark blue Ford Mustang LX 5.0L coupe patrolling major roads like the Thruway and Route 17. There was something a bit sinister about those compact, powerful police cars, because I knew speeders had zero chance escaping their fate. Decades later, working here at Hemmings, I was fascinated to learn those Fox body notchbacks had also been used by the U.S. Air Force, abroad, after West Coast Associate Editor Jeff Koch photographed an accurately restored Special Service Package Mustang with an intriguing history for *HMM*.

It took some research and numerous phone calls, but I was hugely excited to be able to speak at length with a pilot who personally knew this exact car, "United States Air Force Mobile Unit One." Retired Lieutenant Colonel and U-2S pilot Bruce Jinneman remembered the first day this 1988 5.0L chased spy planes on the Royal Air Force Alconbury Station runways in England; he told me just how the SSP 'Stang was used, and the impact it had upon those who experienced it overseas. I really enjoyed creating this feature's opening paragraphs, attempting to put the reader in the driver's seat, and blending such an interesting history with Jeff's vivid driving impressions. To this day, it remains one of my favorite pieces to have written, and I'm proud of its place in the *Muscle Machines* canon. — Mark J. McCourt

VIEW STORY ONLINE:
www.hmn.com/RadioFlyer



"MR. TRANS-AM AND MORE" FEBRUARY 2016 • HMM #150



In the spring of 2015, I was not yet a Hemmings staffer, but I had applied to work for what I considered one of the most respected authorities in the automotive-publishing world.

To evaluate my skill as a potential associate editor, Kurt Ernst—then editor of the *Hemmings Daily*—asked me to write up a Racing Hero profile on Jerry Titus. I was only slightly familiar with Titus, widely known as "Mister Trans Am" thanks to his prowess in the SCCA circuit, but I quickly became an admirer of the man.

Titus started his working life as a professional jazz musician and then traded in his trumpet for a torque wrench, becoming a well-respected mechanic working with "Fordillac" creator Bill Frick on Long Island. Test drives on recently repaired race cars and exotics showed his innate talent as a driver, and at the same time he began writing as a freelancer for various East Coast magazines, which got him invited to relocate to California to write for *Sports Car Graphic*. His prowess at magazine road tests allowed Titus to make the leap to professional racer under Carroll Shelby and he entered the best-known period of his life.

The drive, vision, diversity and flexibility of the man really impressed me, and I was privileged to communicate extensively with his son, Rick, in the process of researching that article and really digging into the man behind the accomplishments. Writing that article made me a lifelong Titus fan, and I was particularly pleased when it was chosen to re-run (in cut-down form) as a Historic Racing piece in the February 2016 issue of *HMM*.

It's been rare since I started at Hemmings that I've been able to take such a deep dive into research and writing. My writing style has changed somewhat (and improved, I hope) since I wrote my pieces on Jerry Titus, but I will forever treasure the time I spent creating it and remain proud of the end result.

— David Conwill

VIEW STORY ONLINE:

www.hmn.com/MrTransAm



RESTORATION PROFILE OCTOBER 2015 • HMM #146 1966 SHELBY AC COBRA



If you were a car-obsessed kid growing up in New York's Capital Region, circa the 1970s and 1980s, you'd heard the story: A 427 Cobra was dumped in the Erie Canal, then pulled out and rescued by some lucky local guy who purchased the car for a song. "Baloney," said this car-obsessed former kid, upon hearing that story told and retold back in the day. Only 343 coil-spring Cobras were ever built. The odds of one ending up near Albany, New York, dumped in the canal and then rescued are incalculable. That vehicular fishing expedition probably happened, I argued, but the car on the hook couldn't possibly have been a real 427 Cobra. Well, enter Sam Prock. Literally. Sam Prock and his wife Joan entered Hemmings Motor News headquarters in Bennington, Vermont, one morning back in 2015 and told me that Cobra-in-the-canal story—the one I'd confidently written off as folklore. The Procks' account was a lot more believable though, because Sam was the guy who rescued that Rangoon Red 427 Cobra and rebuilt it to show-winning condition, starting with a pile of wreckage dragged out of the Erie Canal. If you're thinking Sam must be the luckiest person ever, well... don't. CSX 3184 was a pile of junk when the Procks paid \$370 for it in 1969 (they didn't have \$370, so Sam made payments of \$20 per week) and Sam devoted countless hours and countless dollars over the next 40 years restoring it. It blew my mind to learn that this fantastic story, that I'd refused to believe, was true. But what really blew my mind was how the Procks persevered to see this monumental project through to completion.

— Mike McNessor

VIEW STORY ONLINE:

www.hmn.com/66Cobra



"SMALL WONDER"

JANUARY 2009 • HMM #64

1972 PLYMOUTH ROAD RUNNER



This was one of those rare shoots where everything just falls into place: a terrific car that didn't require any hiding or special angles to make it look good, an owner who was willing to bend over backwards to accommodate whatever cockamamie idea the shooter concocted, plus a spate of cooperative SoCal weather that saw a warm sunset and not a cloud in the sky.

The cover shot was photographed not far from Camarillo airport in California — on an arrow-straight farm road between the 101 Freeway and PCH. (I knew the spot because *Motor Trend* used to conduct its instrumented testing at the airport in the late '90s, and I'd occasionally tag along with them to get some numbers for something I was doing at *Hot Rod*.)

Mix in the notion that (despite my decade-long ownership of a midsize '70 Mercury) the 1971-'72 Plymouth Satellite/Road Runner/GTX is hands-down my favorite muscle-car body style of all time. There are plenty of people who think that 1971 is where it all started to go pear-shaped for Plymouth, and they're wrong. The Road Runner is all curves and drama, and I dig it. That this particular example was a 340/Air Grabber/bench-seat four-speed model in one of Mopar's more attractive hues for 1972 was enough to make it one of the favorite cars I've shot, just on its own.

But the shoot went so well, and I got all of my detail shots done so quickly, that we had to wait an hour for the sun to get into the right position before we headed out to do the car-to-car action shot that eventually ended up on the cover.

This shoot is one I look back at and think, man, if they could all go as well as this one did...

— Jeff Koch

VIEW STORY ONLINE:

www.hmn.com/SmallWonder



"A GOLDEN WEB"

JANUARY 2020 • HMM #197

1969 OLDSMOBILE HURST/OLDS



Due to the sheer quantity of compelling story elements it included, one of my favorite articles to write was on Ron and Heather Krier's *Golden Web* '69 Hurst/Olds, which graced the January 2020 HMM cover.

Any '69 H/O is already rare and desirable, but original owner Larry Blain also modified and raced his in the 1970s at now defunct dragstrips like Nu-Be in New Bethlehem, Pennsylvania, and Ron provided us with vintage track photos he'd received. Larry then had his Olds custom painted and showed it at the World of Wheels Auto and Custom Car Show in Pittsburgh, and he took photos that we included in the article. There were also pics of the H/O pulling the wheels on the street, and one even ran on the cover.

With help from Ron, we contacted Larry and interviewed him, during which he also revealed the tricks he used to make wheels-up photos possible.

Don Bell (now deceased) became the second owner in 1975 and also raced the H/O. His sister, Judy Boyd, shared her memories for the article. When Don's widow, Bobbi, asked Kurt Karch, advisor for '69 for the Hurst/Olds Club of America, who she could trust with the *Golden Web*, he recommended Ron. There was even somewhat of a barn find vibe when Ron had to go to Texas to retrieve it from decades in storage, and he had the photos to prove it.

Ron decided to preserve the custom paint but chose to restore most of the rest of the Olds, so that it can be driven and shown again. He has also tirelessly researched and carefully documented its history.

As you can see, any one of the myriad story elements mentioned above would serve well as a lead-in to a car feature, but this Olds had all of them. The challenge became integrating the ownership, racing, showing, preservation, and restoration information and the treasure trove of vintage photos into an article that would hopefully make sense of it all, yet still be entertaining. You can judge the result for yourself by reading (or rereading) it in the January 2020 issue.

— Thomas A. DeMauro

VIEW STORY ONLINE:

www.hmn.com/AGoldenWeb



A GOLDEN WEB

COUNTLESS GEARHEADS MAINTAIN

“E-CODE ENCOUNTER”

JANUARY 2009 • HMM #64

1957 FORD CUSTOM TUDOR



Having joined the Hemmings editorial staff in April 2006, I’ve been fortunate enough to travel across the country, meeting hundreds of car owners, hearing their compelling stories, and photographing the steeds that – in many cases – have become cherished members of their family. Bringing those stories to life in print has been a joy; the many friendships that have developed since have been priceless. Picking one story out of the 166 issues I’ve been a part of was daunting. Heck, picking a dozen would have been a monumental task. But one it is, and it stems from my visit to NASCAR country in late 2008.

I had first worked with Don Miller, who eventually retired from Penske Racing after a wildly successful motorsports career, earlier that year, and he helped me develop the stories of a restored NASCAR Penske chassis and a closed-course record holder. Don, himself a Midwest drag racer, had invited me down to take in his diverse collection of vintage cars, many of which originated from the early days of Detroit performance. One in particular stood out: a 1957 Ford Custom Tudor.

Dressed in black paint over a utilitarian light gray interior, it was far from your average bargain Ford. This unit had been built with a dual-quad E-code 312-cu.in. V-8 that packed a factory rating of 270 hp and 336 lb-ft of torque. It had been ordered by a drag racer out of Roanoke, Virginia, who specified a three-on-the-tree manual, and that the radio and heater be omitted. Decades later, Don’s two-year restoration had brought the potent Ford back to factory-stock condition, and during an overcast-yet-unforgettable Carolina day, we scooted into the cabin for a spirited drive around the backroads of Mooresville.

The rumble of the Y-block, just a few key tweaks short of the 285-horse versions race teams received, transported us back in time, to the days when haulin’ ’shine and winning trophies at the local quarter-mile carried equal weight; when the allure of circle track stardom was as easy as stacking cash on the dealer counter. This was Detroit’s first big performance step in an oft-discounted golden era. — **Matt Litwin**

VIEW STORY ONLINE:

www.hmn.com/ECODEncounter



HEMMINGS MUSCLE MACHINES

NOVEMBER 2003 • HMM #2



When we first launched *Hemmings Muscle Machines*, our goal was to feature cars that were a bit odd and somewhat different than the usual cars one would expect to see profiled in a muscle car magazine. Our goal was to broaden the scope of what constituted a “muscle car” by including many of those forgotten full size models — we didn’t want to box ourselves in and be like everyone else by focusing solely on Camaros, Mustangs, GTOs and ’Cudas. Variety is the spice of life, and when it came to V-8-powered performance cars, Detroit built more variety than people realized, even if those models didn’t fall under the so-called “performance car” label. Issue #2 of *HMM* was clearly representative of that altered mindset.

So, what better way to establish ourselves as a different kind of muscle car magazine than by featuring a 1975 Ford Falcon XB? The car’s owner was a huge fan of the *Mad Max* movies, thus we called it “Road Warrior, American Thunder from Down Under.” The best part was the road test. Doing the action shots on Route 9W in Kingston, New York, was a blast and attracted endless attention. But simply having the opportunity to be part of this photo shoot, and learning first-hand all the unique features of this Australian-built Ford, made that afternoon’s work utterly enjoyable, and unforgettable.

One week after photographing the Falcon we traveled to southern New Hampshire to do a comparison road test of two distinctly different performance cars: a 1966 Buick Wildcat and a 1970 AMC Rebel Machine. One of my co-workers questioned my sanity for wanting to feature a Wildcat in a muscle car magazine, but full-size cars with big V-8s are every bit as powerful and rip-roaring to drive as the typical traditional mid-size models, as this big Buick proved oh so well. It was a warm late summer afternoon, and having the opportunity to inspect both the Wildcat and the Rebel Machine up close — and ride around in each — gave me newfound appreciation for the many advantages of owning a full-size muscle car.

— **Richard Lentinello**



 STOCK

PLAINCLOTHES POWERHOUSE





A RARE 1969 COPO CHEVELLE BUILT TO FLY UNDER THE RADAR

BY MIKE McNESSOR • PHOTOGRAPHY BY MATTHEW LITWIN

DON YENKO was a successful business-

man, car builder, racer, and, by all accounts, a decent piano player.

The man was also something of a fashionista.

In photos taken throughout his life, Yenke was always dressed for the occasion: sharp suits with the correct-width tie and pocket square; turtlenecks under patterned blazers; and in the pits at races, crisp driving suits with sunglasses.

It's no wonder that the cars Yenke built from the 1960s to the '80s were also styled for maximum appeal. His shop's most prolific year came in 1969, and he made sure those modified Chevrolets stood out by limiting the color palette to a few distinctive hues, complemented by signature Yenke graphics and emblems.

Something else made those '69 cars stand out: They were factory-built with 427 engines, through a backdoor into the Chevrolet Fleet and Special Services Department, which handled Central Office Production Orders. Yenke was able to pull off this COPO coup by tugging strings as a high-volume Chevrolet dealer and cashing in on some corporate goodwill he'd earned with the Yenke Stinger Corvair project. These special 1969 COPO cars were originally intended to be Yenke exclusives, but as word leaked of the 427's availability, other dealers wanted in.

Which brings us to the plainclothes Chevelle on these pages. It was ordered exactly like one of Yenke's cars with the COPO 9562 "High Performance Unit," (i.e., the L72 427), as well as COPO 9737, which added 15 x 7 rally wheels and F70 Goodyear tires. But it was painted in a non-Yenke color, Cortez Silver, and delivered to Bob McDorman Chevrolet in Canal Winchester, Ohio. Devoid of special graphics or emblems, it looked almost like any other Chevelle sport coupe. Except, of course, for that double-humped hood, the blacked-out grille, the blacked-out panel below the deck lid, and no model callouts of any kind, other than a Chevelle emblem on the header panel. This was easily one



of the most potent and rare Chevrolet muscle cars that you could walk right past without giving it a second glance.

Was it meant to be the ultimate street racer, spec'd with sleepy looks to more easily hustle the competition? Unfortunately, we'll never know exactly why this COPO was ordered, but we do know that the dealer seemed eager to sell the car once it arrived. It was the summer of 1969 when this Chevelle's original owner, Jerry Waugh of Columbus, noticed a newspaper ad listing six performance cars, including this one, for sale at McDorman Chevrolet. Jerry drove to the dealer hoping to check out a Burnished Brown SS 396 advertised with a four-speed and an AM radio for \$3,397. But when he set foot on the lot, Jerry was directed to another Chevelle:

this one, with something called "Sports Car Conversion," and a 427. Apparently, another customer had ordered the Chevelle and then backed away from the deal, leaving McDorman with this unusual car to sell. The \$3,547 asking price sure seemed reasonable enough—just \$150 more than the SS 396 Jerry had been considering. With tax (\$142.31) and title (\$10), the total for the COPO came up to \$3,700. So, Jerry traded in his '68 Chevelle for \$2,100 and, with an outlay of just \$1,600, he drove off in the hottest Chevrolet production intermediate money could buy.

Interestingly, just a year prior, this car couldn't have existed. Before the creative COPO maneuvering that delivered high-powered Chevelles, Camaros, and Novas to Yenke's Canonsburg, Pennsylvania, dealership, 400-plus-cubic-inch engines were installed only in Corvettes and full-size cars. Meanwhile, Ford was shoehorning FE427s and 428s into Fairlanes, Comets, and Mustangs. At Chrysler, the Street Hemi was finding its way between the fender wells of midsize B-bodies, and even a handful of Barracudas and Darts. The pity, of course, was that Chevrolet's 427 was a direct





ENGINE: The car's rare, factory-installed 425-hp L72 427 is still in service. All of these engines had an open-element air cleaner with a chrome lid and chrome rocker arm covers.

INTERIOR: Neither buckets nor a center console were specified when this COPO Chevelle was ordered but the Rosewood Sport Wheel was added at a cost of \$34.80. The pushbutton AM radio was also an option costing \$61.10.



OWNER'S VIEW



I'd looked for an original COPO Chevelle for more than three years. I saw this silver one on the internet and I loved the color combination with the vinyl roof. It had its original drivetrain, only two prior owners, and documentation. It wasn't for sale, but the owner called me a few weeks later and decided to sell. My son Miles shares my passion for antique muscle cars—we enjoy showing it and taking occasional high-speed drives around the area. —Dave Frendel

swap for the 396—an easy bolt-in operation that paid huge performance dividends.

The L72 427 used in these COPO cars was rated at 425 horsepower at 5,600 rpm and a thumping 460 lb-ft of torque at 4,000 rpm. The big engine's foundation was a four-bolt-main block that housed a forged steel crank with hardened journals and forged steel rods, swinging domed aluminum pistons. At the heart of the L72 spun a solid-lifter camshaft with 336/336-degrees duration and .520/.520-inch lift, activating 2.19/1.72-inch valves in cast-iron rectangle-port heads. Capping off this brute was a dual-plane aluminum intake topped with a 780-cfm 4150-series Holley. With 11:1 compression on tap, that V-8's four-barrel would need to be fed a regular diet of high-octane gas.

Behind the howling 427 in Jerry's new Chevelle was a Muncie M21 four-speed manual and a 12-bolt axle packed with Positraction and 4.10 cogs. The brakes—front disc and rear drum—were power assisted, but the car's steering wasn't.

After buying the car in July '69, Jerry drove this super Chevelle daily, year-round, finally parking it in 1999. He embarked on a restoration of the car a few years later, but decided it was more of a project than he wanted to tackle. In 2005, Jerry sold the Chevelle to Brad Hausfeld at Hausfeld Classics in Springboro, Ohio. Brad is a noted muscle car restorer and collector, so over four years, he refurbished the Chevelle and then showed it, earning gold honors at the 2010 Muscle Car and Corvette Nationals in Chicago, Illinois.

In 2016, Dave Frendel of Rutland, Vermont, became the Chevelle's third and current owner. The car wasn't actually for sale, but Dave was eager to own an authentic COPO Chevelle. He spotted a photo of this one on the internet, tracked down Brad and approached him about letting the car go.

"I'd been looking for COPO Chev-elles for more than five years," Dave said. "I'd gone to different auctions and bid on them but was always outbid at the end. I just kind of gave up looking, but decided to Google 1969 COPO Chevelle images. I was about seven pages deep when I saw this silver one with a black

vinyl roof. I clicked the picture and it sent me to Brad's website, so I called him."

Dave left a message at Hausfeld Classics, and Brad called back to say the car wasn't for sale. A few weeks later, Brad changed his mind and the two worked out a tentative deal. To help him inspect the Chevelle, Dave called on Brian Henderson, a Yenko authority and co-owner of the Super Car Workshop in Latrobe, Pennsylvania. Brian checked over the COPO and gave it a thumbs up, noting some details that needed to be addressed to make the car correct.

"We put it on a lift and Brian looked it over," Dave said. "He verified that it had its original drivetrain, most of the sheetmetal



Original invoices from Bob McDorman Chevrolet in Canal Winchester, Ohio, specify the Sports Car Conversion and High Performance Unit. A newspaper advertisement lists this Malibu Sport Coupe as having a 427 engine, but only after pointing out other features like tinted glass, vinyl roof, and power disc brakes.

SPECIFICATIONS

was original, and the glass was original. One of the engine brackets was wrong, the dipstick was wrong, the antenna was wrong — all bolt-on stuff that I could do myself.”

Once Dave had the car home, he began addressing some of the details: correct hoses, correct plug wires, a '69 alternator bracket, correct spiral shocks, the correct horn, and more.

“I wanted the car to be 100-percent factory-correct,” Dave said. “I can’t look at that engine compartment and see the wrong this and the wrong that — all the cars I’ve had of this caliber, I’ve always brought back to 100 percent.”

In 2017, Dave brought the car to the Spring running of *Hemmings Muscle Machines* Muscleplaoza at Lebanon Valley Dragway in West Lebanon, New York, and displayed it in the show. For his efforts, we walked right past this subdued COPO Chevelle and handed out awards to muscle cars with bright paint and rally stripes.

“That was an example of how it doesn’t stand out in a crowd,” Dave said. Undaunted, he returned to Musclepalooza in September. Surely that time a judge awarded this one-of-three non-Yenko double-COPO Chevelles a top prize... right? Nope, we walked right past it again.

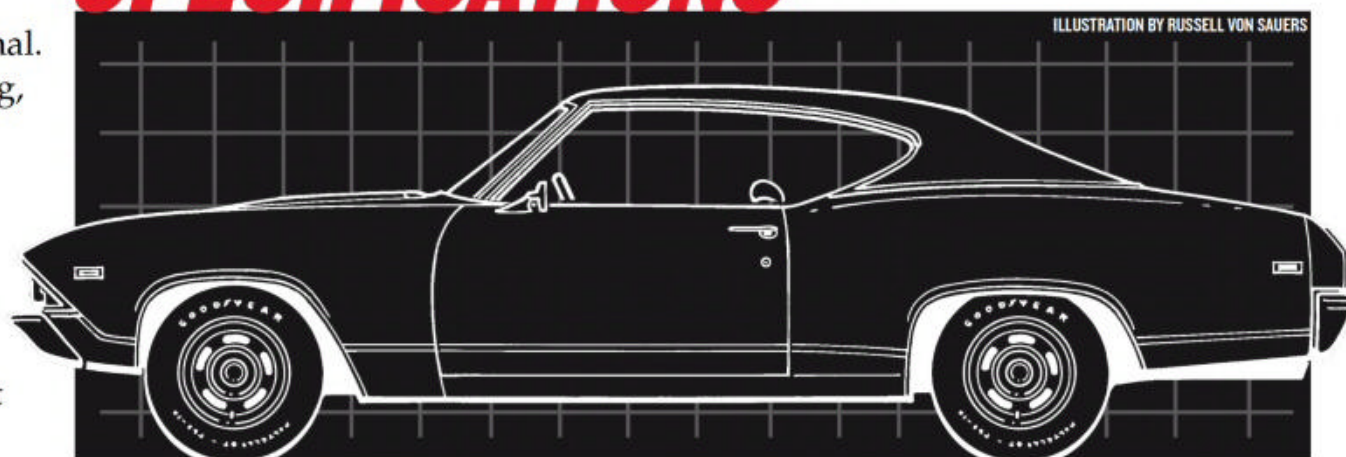
“I brought it back in the fall, parked it on the field and the same thing happened,” Dave said. “Nobody from Hemmings paid any attention to the car.”

Fortunately, we corrected that oversight in 2018 when we presented Dave’s Chevelle with the *Hemmings Muscle Machines* Award at the Hemmings Motor News Concours d’Elegance in Lake George, New York.

While its looks might be decidedly sedate, Dave assures us his COPO’s performance is anything but.

“It really performs at high rpm but, once you open it up, it’s scary fast,” he said.

We’re still not sure the low-key appearance of this rare COPO Chevelle would’ve passed muster with the fashion-forward Don Yenke, but there’s no denying that it has a style all its own. ■



1969 CHEVROLET CHEVELLE COPO

PRICE

Base price..... \$3,547.69

ENGINE

Type..... Chevrolet Mark IV OHV big-block V-8; cast-iron block and cylinder heads
Cylinder heads Cast-iron, rectangle port; 2.19/1.72-in valves
Displacement 427-cu.in.
Bore x stroke 4.25 x 3.76 in
Compression ratio 11:1
Horsepower @ rpm 425 @ 5,600
Torque @ rpm 460 lb-ft @ 4,000
Camshaft type..... Mechanical
Duration..... 336/336-degrees, intake/exhaust
Lift520/.520-in, intake/exhaust
Valvetrain Solid lifters, pushrods, stamped-steel 1.70:1 rocker arms
Main bearings Five
Fuel system Holley 4150 four-barrel carburetor; 780-cfm, mechanical pump
Lubrication system..... Full pressure, gear-type pump
Electrical system 12-V
Exhaust system..... Dual exhaust with dual mufflers, extensions

TRANSMISSION

Type..... Muncie M21 four-speed manual
Ratios..... 1st/2.20:1 ... 2nd/1.64:1 ... 3rd/1.28:1 ... 4th/1:1 ... Reverse/2.27:1

DIFFERENTIAL

Type..... Chevrolet 12-bolt; Positraction limited-slip
Ratio 4.10:1

STEERING

Type..... Saginaw recirculating ball, manual
Ratio 24:1
Turns, lock-to-lock 5.2
Turning circle 42 ft

BRAKES

Type..... Hydraulic, with power assist
Front..... 11-in ventilated discs
Rear 9.5 x 2.0-in drums

SUSPENSION

Front..... Independent with ball joints, upper and lower control arms, coil springs, anti-roll bar, hydraulic tubular shock absorbers
Rear Linked Salisbury axle with control arms, coil springs, anti-roll bar, hydraulic tubular shock absorbers

WHEELS & TIRES

Wheels Chevrolet Rally wheel; Front/Rear: 15 x 7 in
Tires Goodyear Wide Tread bias-ply; Front/Rear: F70-15

PRODUCTION

It’s estimated that 323 high-performance COPO Chevelles were produced for the 1969 model year

PERFORMANCE*

Acceleration: 0-60 mph..... 5.4 sec
1/4-mile ET 13.36 sec @ 108.04 mph

* From a 1969 drag test of a stock 1969 Yenke Chevelle COPO 427 four-speed, performed by *Super Stock & Drag Illustrated* magazine.

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NOW \$99.99
\$109.99

SAVE \$90
COMPARE TO
TEQ CORRECT
\$189.99
MODEL: T830018Z

Customer Rating
★★★★★



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Extra-low profile clearance



ITEM 56618/56619/56620/56617 shown
26918066

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HaulMaster

SUPER COUPON



40" x 72" MOVING BLANKET

Customer Rating
★★★★★

SAVE 60%

COMPARE TO
PRATT RETAIL
SPECIALTIES
\$9.98

NOW \$3.99
\$4.99

ITEM 69504/62336/47262 shown



LIMIT 4 - Coupon valid through 4/14/20*

PITTSBURGH AUTOMOTIVE

SUPER COUPON

1500 LB. CAPACITY VEHICLE DOLLIES 2 PIECE SET



SAVE 55%

COMPARE TO
ROUGHNECK
\$89.99
MODEL: 27918

Customer Rating
★★★★★

NOW \$39.99
\$54.99

ITEM 60343/67338 shown



LIMIT 2 - Coupon valid through 4/14/20*

EARTHQUAKE XT

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PRO AIR IMPACT WRENCHES

A. 1/2" COMPOSITE PRO
ITEM 62891
B. WITH 2" ANVIL
ITEM 63800



1190 TORQUE
FT. LBS. BOLT BREAKAWAY

COMPARE TO
SNAP-ON
\$614.95
MODEL: PT850

NOW \$124.99
\$129.99
SAVE \$489

ITEM 62891



LIMIT 1 - Coupon valid through 4/14/20*

CENTRAL PNEUMATIC

SUPER COUPON

3 GALLON, 100 PSI OIL-FREE AIR COMPRESSORS • Air delivery: 0.6 CFM @ 90 PSI



HOT DOG
ITEM 69269
97080 shown

PANCAKE
ITEM 61615/60637
95275 shown

COMPARE TO
PORTER-CABLE
\$98.62
MODEL: PCFP02003

NOW \$39.99
\$59.99
SAVE 59%

ITEM 69269/97080 shown



LIMIT 3 - Coupon valid through 4/14/20*

PITTSBURGH AUTOMOTIVE

SUPER COUPON

5 PIECE TRIM AND MOLDING TOOL SET



NOW \$5.99
\$9.59

COMPARE TO
OEM
\$17.99
MODEL: 25314

SAVE 66%

ITEM 64126/67021 shown



LIMIT 4 - Coupon valid through 4/14/20*

FRANKLIN

SUPER COUPON

17 FT. TYPE IA MULTI-TASK LADDER



NOW \$139.99
\$109.99

COMPARE TO
LITTLE GIANT
\$298.99
MODEL: XE M17

SAVE \$189

ITEM 63419/67646/62514/63418/63417 shown



LIMIT 1 - Coupon valid through 4/14/20*

PITTSBURGH

SUPER COUPON

9 PIECE, 1/4", 3/8" AND 1/2" DRIVE WOBBLE SOCKET EXTENSION SET



SAVE 56%

COMPARE TO
KLUTCH
\$22.99
MODEL: 40033

NOW \$9.99
\$14.99

ITEM 61278/67971 shown



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5 STAR REVIEWS

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WITH ANY PURCHASE

SUPER BRIGHT LED/SMO
WORK LIGHT/FLASHLIGHT

- Super-Strong, Ultra-Lightweight Composite Plastic
- Magnetic Base & 360° Swivel Hook for Hands-Free Operation
- 3-AAA Batteries (included)
- 144 Lumens

ALL IN A SINGLE SUPER POWERFUL LIGHT



ITEM 63878/63991
64005/60566
63601/67227 shown

COMPARE TO
PERFORMANCE
\$13.52
TOOL
MODEL: W2364

26914800

Cannot be used with other discounts or prior purchases. Original coupon must be presented. Valid through 4/14/20 while supplies last. Limit 1 FREE GIFT per customer per day.

SUPER COUPON

20% OFF
ANY SINGLE ITEM*



Limit 1 coupon per customer per day. Save 20% on any 1 item purchased. *Cannot be used with other discount, coupon or any of the following items or brands: Inside Track Club membership, Extended Service Plan, gift card, open box item, 3 day Parking Lot Sale item, compressors, floor jacks, safes, storage cabinets, chests or carts, trailers, welders, Admiral, Ames, Atlas, Bauer, Central Machinery, Cobra, CoverPro, Daytona, Diamondback, Earthquake, Fischer, Hercules, Icon, Jupiter, Lynxx, Poulan, Predator, Tailgator, Viking, Vulcan, Zurich. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 4/14/20.

drillmaster

SUPER COUPON



1500 WATT DUAL TEMPERATURE HEAT GUN (572°/1112°)

Customer Rating
★★★★★

NOW \$9.99
\$14.99

COMPARE TO
BLACK+DECKER
\$28.06
MODEL: HG1300

SAVE 64%

ITEM 63104/35776/62340/62546/96289 shown



LIMIT 4 - Coupon valid through 4/14/20*

TITANIUM

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BEST Industrial Performance

VULCAN

UNLIMITED 200™ PROFESSIONAL MULTIPROCESS WELDER

NOW \$649.99
\$699.99

COMPARE TO
ESAB
\$902.60
MODEL: W1003141

SAVE \$252

ITEM 64806



LIMIT 1 - Coupon valid through 4/14/20*

OMNIPRO™ 220 INDUSTRIAL MULTIPROCESS WELDER

NOW \$869.99
\$939.99

COMPARE TO
LINCOLN
ELECTRIC
\$1,432
MODEL: K3963-1

SAVE \$562

ITEM 63621



LIMIT 1 - Coupon valid through 4/14/20*

WARRIOR

SUPER COUPON

3 PIECE TITANIUM STEP BIT SET

- 28 unique hole sizes
- 1/4" hex shank

Customer Rating
★★★★★

SAVE 85%

COMPARE TO
IRWIN
\$59.98
MODEL: 15504PKSM

NOW \$8.99
\$13.99

ITEM 69087/60379/91616 shown



LIMIT 4 - Coupon valid through 4/14/20*

CHICAGO ELECTRIC WELDING

SUPER COUPON

STANDARD AUTO-DARKENING WELDING HELMET

Customer Rating
★★★★★

NOW \$34.99
\$44.99

COMPARE TO
KOBALT
\$79.99
MODEL: SGY-A13

SAVE 56%

ITEM 61611
56358/46092 shown



LIMIT 1 - Coupon valid through 4/14/20*

MADDOX

SUPER COUPON

BALL JOINT SERVICE KIT FOR 2WD AND 4WD VEHICLES



Customer Rating
★★★★★

NOW \$89.99
\$59.99

COMPARE TO
POWERBUILT
\$158.99
MODEL: 940579

SAVE \$99

ITEM 63610/63279
64399/63258 shown



LIMIT 1 - Coupon valid through 4/14/20*

CENTECH

SUPER COUPON

AUTOMATIC BATTERY FLOAT CHARGER



COMPARE TO
SCHUMACHER ELECTRIC
\$30.41
MODEL: SC1

SAVE 83%

ITEM 69594/69955/64284/42292 shown



LIMIT 4 - Coupon valid through 4/14/20*

CHICAGO ELECTRIC WELDING

SUPER COUPON

WELDING STORAGE CABINET

Customer Rating
★★★★★

NOW \$149.99
\$169.99
SAVE \$90

COMPARE TO
KLUTCH
\$239.99
MODEL: 48348

ITEM 62275/61705 shown



LIMIT 1 - Coupon valid through 4/14/20*

PITTSBURGH **SUPER COUPON**

225 PIECE MECHANIC'S TOOL KIT

NOW \$99⁹⁹

\$139⁹⁹

COMPARE TO **KLUTCH** \$274⁹⁹ MODEL: 48101

Customer Rating ★★★★★

SAVE \$175

ITEM 64367/62664 shown

SAE AND METRIC

27092267

LIMIT 1 - Coupon valid through 4/14/20*

SUPER COUPON

10" PNEUMATIC TIRE

NOW \$3⁹⁹

\$5⁹⁹

SAVE 50%

COMPARE TO **FARM & RANCH** \$8⁰⁹ MODEL: FR1055

Customer Rating ★★★★★

ITEM 69385/62388/62409/62698/30900 shown

27094124

LIMIT 1 - Coupon valid through 4/14/20*

U.S. GENERAL **SUPER COUPON**

26" x 22" SINGLE BANK EXTRA DEEP CABINETS

\$299⁹⁹

YOUR CHOICE OF 6 COLORS \$279⁹⁹

SAVE \$1,470

COMPARE TO **SNAP-ON** \$1,750 MODEL: KRA4008FPB0

Customer Rating ★★★★★

9800 cu. in. of storage
1000 lb. capacity
Weighs 175 lbs.

Item 64434, 64432, 64162, 56104, 56105, 56106

27096209

LIMIT 1 - Coupon valid through 4/14/20*

HaulMaster **SUPER COUPON**

3/8" x 14 FT., GRADE 43 TOWING CHAIN

Customer Rating ★★★★★

NOW \$19⁹⁹

\$39⁹⁹

COMPARE TO **MIBRO** \$64⁹⁹ MODEL: 426920

SAVE 69%

ITEM 40462/60658/97711 shown

27097948

LIMIT 3 - Coupon valid through 4/14/20*

PREDATOR **SUPER COUPON**

3500 WATT SUPER QUIET INVERTER GENERATOR

Customer Rating ★★★★★

NOW \$699⁹⁹

\$799⁹⁹

COMPARE TO **HONDA** \$2,019 MODEL: EU3000iS1A

SAVE \$1,319

ITEM 56720/63584 shown

27101098

LIMIT 1 - Coupon valid through 4/14/20*

BRAUN **SUPER COUPON**

845 LUMEN UNDERHOOD RECHARGEABLE WORK LIGHT

Customer Rating ★★★★★

NOW \$29⁹⁹

\$34⁹⁹

COMPARE TO **BAYCO** \$109¹² MODEL: SLR-2120

SAVE \$79

ITEM 63990

27103211

LIMIT 3 - Coupon valid through 4/14/20*

CENTRAL MACHINERY **SUPER COUPON**

10", 12 SPEED BENCHTOP DRILL PRESS

Customer Rating ★★★★★

NOW \$99⁹⁹

\$139⁹⁹

SAVE \$61

COMPARE TO **WEN** \$161⁹⁷ MODEL: 4212

ITEM 63471/44836/60237 shown

27106935

LIMIT 2 - Coupon valid through 4/14/20*

CHICAGO ELECTRIC POWER TOOLS **SUPER COUPON**

10", 15 AMP BENCHTOP TABLE SAW

Customer Rating ★★★★★

NOW \$114⁹⁹

\$144⁹⁹

COMPARE TO **RYOBI** \$229 MODEL: RTS22

SAVE \$114

ITEM 45804/63117/64459/63118 shown

27109834

LIMIT 1 - Coupon valid through 4/14/20*

HARDY **SUPER COUPON**

POWDER-FREE NITRILE GLOVES PACK OF 100

Customer Rating ★★★★★

NOW \$5⁹⁹

\$7⁹⁹

COMPARE TO **VENOM** \$14⁹⁷ MODEL: VEN4145

SAVE 59%

AVAIL. IN SM, MED, LG, XL, XXL

ITEM 37050, 64417, 61363, 68496, 68497, 61360, 61359, 68498, 64418 shown

27115136

LIMIT 5 - Coupon valid through 4/14/20*

CENTRAL PNEUMATIC **SUPER COUPON**

110 LB. PRESSURIZED ABRASIVE BLASTER

Customer Rating ★★★★★

NOW \$109⁹⁹

\$139⁹⁹

COMPARE TO **ATD TOOLS** \$279⁹⁹ MODEL: 8402

SAVE \$170

ITEM 69724/38375/60696 shown

27124682

LIMIT 1 - Coupon valid through 4/14/20*

CHICAGO ELECTRIC POWER TOOLS **SUPER COUPON**

6 AMP VARIABLE SPEED RECIPROCATING SAW

Customer Rating ★★★★★

NOW \$19⁹⁹

\$28⁹⁹

COMPARE TO **PORTER-CABLE** \$59⁹⁸ MODEL: PCE360

SAVE 66%

ITEM 65570/61884/62370 shown

27125894

LIMIT 2 - Coupon valid through 4/14/20*

Kenway **SUPER COUPON**

12 VOLT LED MAGNETIC TOWING LIGHT KIT

Customer Rating ★★★★★

NOW \$22⁹⁹

\$34⁹⁹

COMPARE TO **BLAZER** \$42⁶⁵ MODEL: C7300

SAVE 46%

ITEM 64282

27147151

LIMIT 3 - Coupon valid through 4/14/20*

CENTRAL MACHINERY **SUPER COUPON**

20 TON SHOP PRESS

Customer Rating ★★★★★

NOW \$149⁹⁹

\$189⁹⁹

COMPARE TO **STRONGWAY** \$379⁹⁹ MODEL: 46260

SAVE \$230

ITEM 32879/60603 shown

27148894

LIMIT 1 - Coupon valid through 4/14/20*

HaulMaster **SUPER COUPON**

4 PIECE, 1" x 15 FT. RATCHETING TIE DOWNS

Customer Rating ★★★★★

NOW \$6⁹⁹

\$12³⁹

COMPARE TO **KEEPER** \$22⁸⁰ MODEL: 5505

SAVE 69%

ITEM 90984/63056/63057/63150/56668/63094 shown

27156375

LIMIT 5 - Coupon valid through 4/14/20*

PREDATOR **SUPER COUPON**

6.5 HP (212 CC) OHV HORIZONTAL SHAFT GAS ENGINE

Customer Rating ★★★★★

NOW \$99⁹⁹

\$119⁹⁹

SAVE \$230

COMPARE TO **HONDA** \$329⁹⁹ MODEL: GX200UT2QX2

ITEM 60363/69730 shown

27159123

LIMIT 2 - Coupon valid through 4/14/20*

Bauer **SUPER COUPON**

5" DEEP CUT VARIABLE SPEED BAND SAW

Customer Rating ★★★★★

NOW \$99⁹⁹

\$134⁹⁹

COMPARE TO **DEWALT** \$269⁹⁶ MODEL: DWM120

SAVE \$169

ITEM 64194/63763/63444 shown

27161647

LIMIT 1 - Coupon valid through 4/14/20*

CENTRAL PNEUMATIC **SUPER COUPON**

1/4" AIR ANGLE DIE GRINDER

Customer Rating ★★★★★

NOW \$9⁹⁹

\$14⁹⁹

COMPARE TO **HUSKY** \$49⁹⁸ MODEL: H4230C

SAVE 80%

ITEM 62439/32046 shown

27164330

LIMIT 4 - Coupon valid through 4/14/20*

Diablo **SUPER COUPON**

3/8" x 50 FT. INDUSTRIAL GRADE RUBBER AIR HOSE

Customer Rating ★★★★★

NOW \$18⁹⁹

\$24⁹⁹

COMPARE TO **GOODYEAR** \$29⁸² MODEL: 12865

SAVE 36%

ITEM 61939/62884/62890 shown

27166659

LIMIT 4 - Coupon valid through 4/14/20*

PITTSBURGH **SUPER COUPON**

LOW-PROFILE CREEPER

Customer Rating ★★★★★

NOW \$19⁹⁹

\$29⁹⁹

COMPARE TO **POWER TORQUE** \$44⁹⁹ MODEL: GM40300

SAVE 55%

ITEM 63371/63424/64169/63372 shown

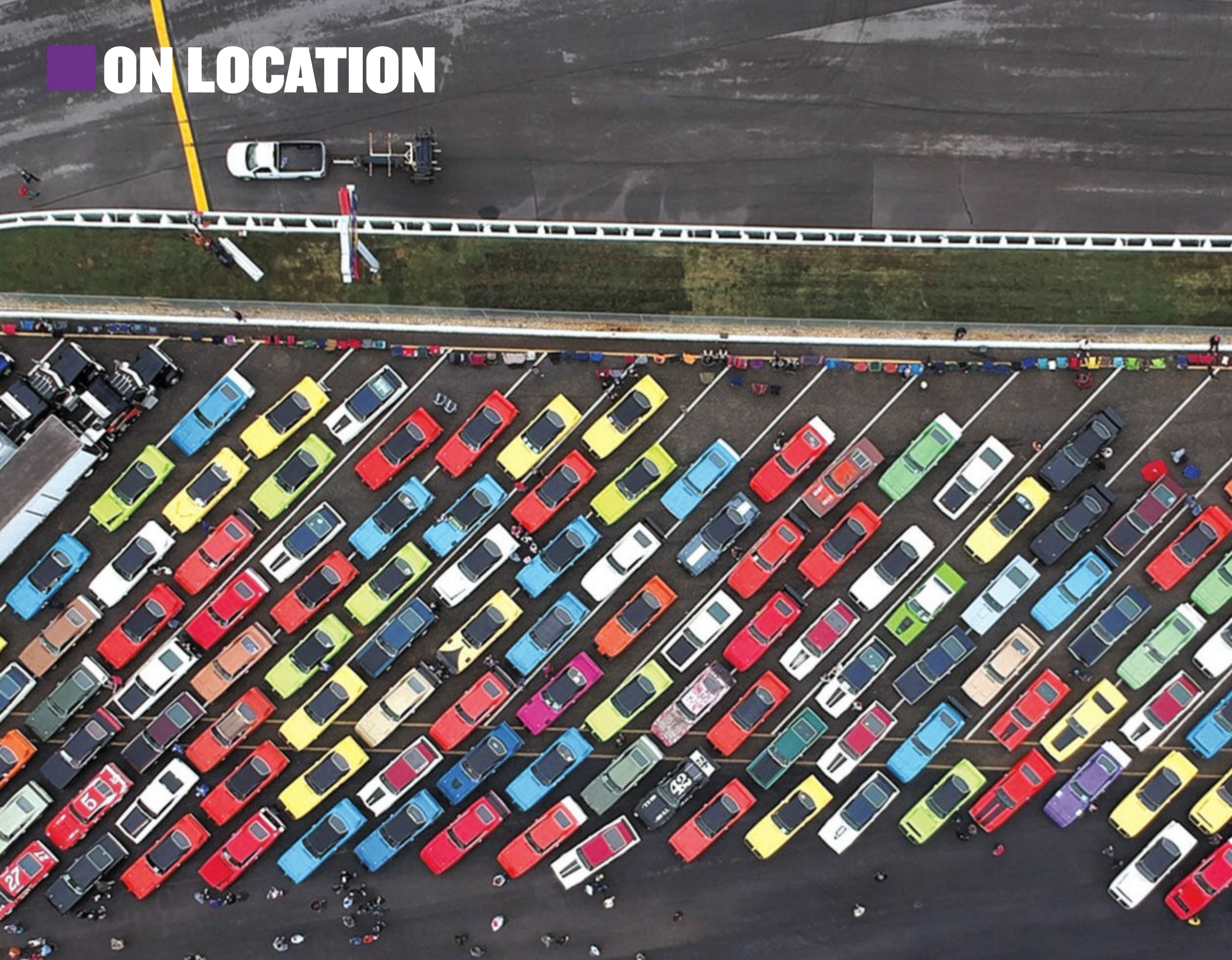
27167274

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BY ROWLAND GEORGE • PHOTOGRAPHY BY HOLGAR KURSCHNER OR AS CREDITED



JOHN GIBSON

This incredible shot captures the group in Turn 3 at Talladega Superspeedway. According to Holgar Kurschner, inclement weather in the forecast and an upcoming work week kept some participants from coming out to the track. That didn't stop the majority, though.



FIFTY YEARS AGO, A WAR WAS BEING WAGED upon the high banks of NASCAR's fastest tracks. "Win on Sunday, sell on Monday," was the mantra of the day, but something much larger was at stake: pure manufacturer dominance. Chrysler Corporation and Ford Motor Company squared off in what would become known as the Aero Wars.

It was Ford that fired the first salvo, with the introduction of the 1968 Torino fastback. Dodge countered with the redesigned Charger, which it believed would be slippery enough through the air to battle the Torino, but refinement was needed to make the Mopar competitive. In June 1968, Dodge debuted the Charger 500, which featured a flush grille and a fastback-style rear window instead of the standard Charger's flying buttresses.

By the end of the 1968 season, John Holman had developed a counterpunch for Ford, adding longer Mercury Cyclone front fenders to the Ford Torino, mounting the grille flush, and dropping the body 1 inch on the frame to create the Torino Talladega. The Ford was faster than the Charger 500 on superspeedways, and Dodge engineers calculated that an additional 5 mph of top speed would be needed.

Gaining this could be accomplished two ways: Find another 85 horsepower in the 426 Hemi, or reduce drag on the Charger 500 by 15 percent. The latter solution proved quicker and more cost effective, so the Charger 500 gained a wedge-shaped nose, a basket-handle rear wing, and other revisions to become the Dodge Charger Daytona, revealed to the media in April 1969. High-speed testing began three months later, and the Daytona made its competition debut in September, at Talladega.

The Daytona (and its cousin, the Plymouth Superbird) proved competitive on the track, but the alterations that reduced drag (ultimately, by 20 percent) made them a hard sell in dealerships. Today, however, the winged warriors from Mother Mopar command a hefty price tag, due to their limited production numbers and historical significance. If you're lucky enough to own one of them, you not only made a solid investment decision, but also bought a ticket to one of the most unique events in the hobby.

Tim and Pam Wellborn may be the best-known muscle car collectors in the hobby today. They're regulars at some of the largest collector-car auctions, and are the proprietors of the Wellborn Muscle Car Museum in Alexander City, Alabama, home to some of the rarest and most sought-after muscle cars in existence. The museum hosts several car events throughout the year, but the pinnacle of these is the Aero Warriors Reunion, held every five years. The 2019 event, October 10-13, marked the 50th anniversary of the Dodge Charger Daytona, and its rival, the Ford Torino Talladega, and what transpired was truly unforgettable.

Luckily for us, some members of the Hemmings Nation were there to take in all the festivities. You may remember a Bright Green Metallic '69 Daytona featured in the June 2018 issue of *HMM*, #178. Owner Sam Ballard and restorer Holgar Kurschner (the latter the owner of Supercar Restorations in Wellsville, New York) made the two-day trek with the car down to Georgia, where things kicked off at Atlanta Motor Speedway with some celebratory laps.

In case you missed it, we've gathered some highlights of the event on the following pages.



ERNIE HELDERBRAND

The highlight of Friday afternoon was the reveal of the #42 Dodge Charger Daytona, driven by famed country music singer Marty Robbins.



Pictured are the Superbirds of Ramo Stott (#7) and Richard Petty. It's clear the Wellborns have good taste in lawn ornaments.



Birds of a feather, park together: Four Superbirds nesting beautifully in downtown Alexander City.



It wouldn't be a memorable weekend without something going wrong, right? After hitting the track for some pace laps, Sam Ballard and Holgar Kurschner noticed their Daytona's right front tires were experiencing considerable wear. So much so, that they found it unsafe to make the two-hour journey to the Wellborn Musclicar Museum in Alabama. Fortunately, Holgar called our friends at Summit Racing for a pair of new tires and had them installed at a local shop.



BILL IBSEN

There was no shortage of Aero Warriors on pit road. Torinos, Cyclones, Superbirds, Daytonas, and Charger 500s were all represented. It's been confirmed that the 50th Reunion was the largest gathering of aero cars to date.



The rain eventually came and postponed the second half of the NASCAR race. The Aero Warriors toughed it out to enjoy the last time many would see each other until the next Reunion, in 2024. Pictured here are the #98 Torino Talladega in LeeRoy Yarbrough livery with the #7 Dodge Charger Daytona of Jack McCoy.



BILL IBSEN

It was 1970 all over again as the Bobby Isaac #71 Dodge Charger Daytona overtakes one of the most recognizable vehicles in NASCAR racing history, Richard Petty's 1970 Plymouth Superbird.



BILL IBSEN

The flagship of the Wellborn collection is the K&K Insurance-sponsored 1969 Dodge Charger Daytona driven by Bobby Isaac. This car not only helped capture the NASCAR Grand National Championship in 1970, but also broke numerous speed records at Bonneville in 1971.



As if Atlanta Motor Speedway wasn't enough, the next day saw the Aero Reunion meet at Tim and Pam's Russwood Estate. Guests were treated to photo opportunities and a Q&A session with the Alabama Gang's Bobby Allison, Donnie Allison, and Red Farmer.



DALE MATTHEWS

Dale Mathews enjoying time behind the wheel of his 1970 Lemon Twist Superbird. Its fresh restoration was carried out by Mopar gurus Hodge Restorations in Inman, South Carolina, and the work was finished just in time for the Reunion.



SHARON JONES

Reunited and it feels so good: Truly a nostalgic moment, the legendary machines that were the instruments of war line up to prepare for some laps around the track just before the NASCAR race.



Tim Walker's recreation of Bobby Allison's Dodge Daytona drew quite a crowd this year. Allison drove the original car for Mario Rossi in the 1969 and 1970 NASCAR Grand National Series.



While Chrysler Corporation vehicles made up the majority of the Reunion, Ford Torinos and Mercury Cyclones were well represented. The Bill France "signature" Torino Talladega stood out among the rest: One of nine Talladega prototypes, the car was given to NASCAR Founder Bill France Sr. for use at the 1969 Daytona Speedweeks. The car still bears the signatures of every driver who participated in the Daytona 500, 24 Hours of Daytona, and the famed motorcycle races.



Race day at Talladega! Aero Warrior Reunion participants got an early start Sunday morning, as the final stop was Talladega Superspeedway. Not only were the Aero Warriors celebrating 50 years, but so, too, was the track that was hosting its 100th Monster Energy NASCAR Cup Series Race.



A pair of Plymouth Superbirds take flight on the front stretch of Atlanta Motor Speedway.



With the 50th Reunion of the Aero Warriors in the books, anticipation is already building for the next event, in 2024. For more information about the 2019 event, visit wellbornmusclecarmuseum.com/aero-reunion.

1965 **PLYMOUTH** **BARRACUDA V-8**

WORDS AND PHOTOGRAPHY BY THOMAS A. DeMAURO

ILLUSTRATION BY JUDI DELL'ANNO



ENGINE

The 101-hp 170-cu.in. Slant Six was dropped from the Barracuda for 1965 but the 145-hp 225-cu.in. Slant Six and the 180-hp 273-cu.in. two-barrel V-8 with 260 lb-ft of torque returned. A 235-hp 273 with 280 lb-ft of torque was a new option and, along with its many other upgrades over the 180-hp version, it also employed more-aggressive cam specs with 248/248-degrees advertised duration and .415/.425-inch lift, compared to 240/240-degrees duration and .395/.405-inch lift. The Slant Six and the 273s have proven to be durable and are easily serviced.

TRANSMISSION & AXLE

A column-shifted three-speed manual was standard, using a 9.25-inch clutch with the Slant Six and 9.50-inch assembly with the V-8s. An A-833 four-speed manual with Hurst shift linkage and the three-speed A-904 TorqueFlite automatic were optional. It was the last year for the ball-and-trunnion U-joint at the front of the driveshaft. A hypoid gear rear end with semi-floating axles was standard, and gear ratios were 2.93:1, 3.23:1, or 3.55:1, depending upon powertrain and options. A Sure-Grip limited-slip differential cost extra.

INTERIOR

Vinyl upholstery in black, red, gold, or blue covered the standard front bucket seats and fold-down rear seat. The floor, utility compartment behind the rear seat, and trunk security panel that could also fold down, were carpeted. Pushbutton-shifting for the optional TorqueFlite was discontinued after 1964, so it now came with a console-mounted shifter. A revised instrument panel included the speedometer and gauges for alternator, temperature, and fuel in two round pods. Flow-through fresh-air ventilation was standard and an AM radio was optional.

INTEREST IN SPORTY CARS WAS INTENSIFYING

in the early 1960s, due to evolving customer preferences and a significant contingent of young potential buyers nearing driving age. Accordingly, bucket seats, consoles, higher-powered engines, and heavy-duty suspensions were populating more and more option lists.

Plymouth's compact A-body Valiant benefited from a contemporary redesign for 1963, as did the Dodge Dart (its name moving from the B-body to the A-body that year, replacing Lancer). The Dart GT appealed the sporty set for its division, but Plymouth went even further with its upscale Valiant-based Barracuda, fitting it with a fastback roof and



CHASSIS

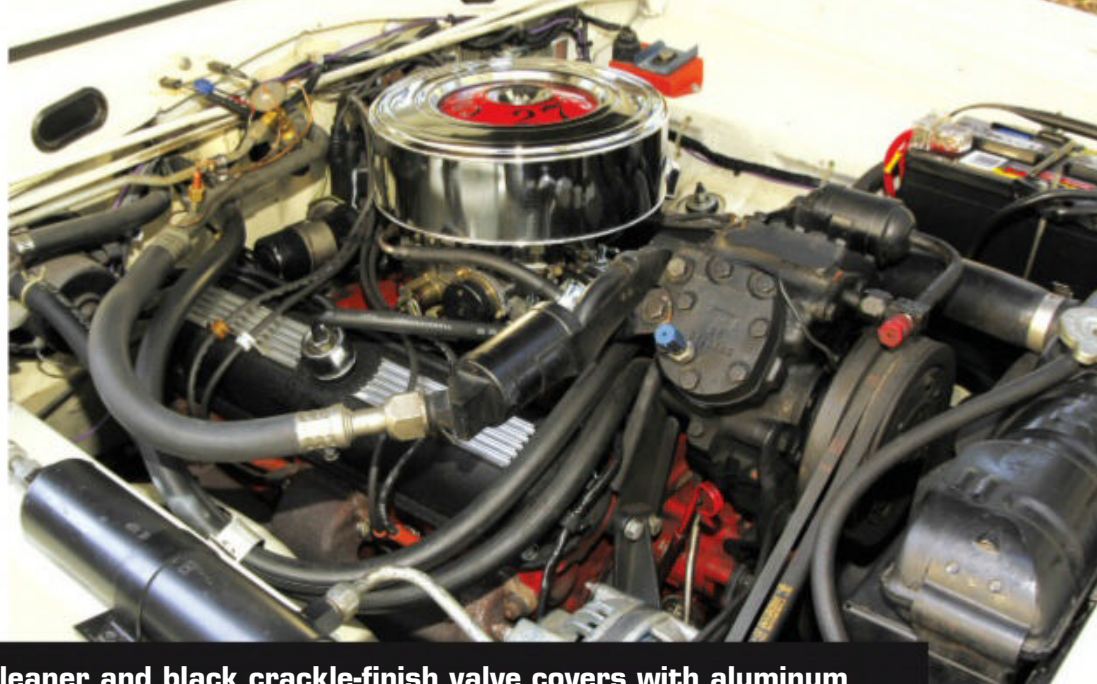
Unit-body construction with a bolt-in front K-member was used for the 106-inch wheelbase Barracuda. Torsion-Aire suspension employed a pair of .85-inch-thick torsion bars (V-8) with unequal-length control arms and shocks in front, and multi-leaf springs with shocks in the rear. Ride rates at the wheels were 100 ppi front and 105 ppi rear for V-8s. Nine-inch drum brakes stopped the six, and 10-inch drums were used with the 273. Power assist was optional. Manual steering required 5.3 turns lock-to-lock, but extra-cost power steering needed only 3.5 turns.

BODY

The 1965 Barracuda was 188.2 inches long and 70.1 inches wide, and its curb weight was 3,030 pounds with a V-8. It featured a tinted 14.4-sq.ft. backlite that sloped from the roof to a small decklid, and the rear body structure was reinforced with heavy-duty box-section steel bracing to provide rigidity, since a package shelf and supports were no longer used. The grilles featured "Rallye-type parking/directional/road lights" on horizontal bars, and a "Barracuda" script was on the front fenders. Racing stripes were optional.

PRODUCTION

Due to the Barracuda's spring 1964 release, sales weren't representative of a full model year so, not surprisingly, they improved immensely for 1965 with 64,596 produced. That was nearly three times the 1964 total of 23,443.



A chromed air cleaner and black crackle-finish valve covers with aluminum ribs and chromed crankcase vent cap and oil filler cap adorned the 235-hp 273 (left photo). Optional A/C in the featured car (right) added 90 pounds, but made for cooler cruising (carburetor isn't stock).

deck lid featuring the largest backlite ever used on a car at the time. Its grille design, fender character line, backup lamp bezels, and more differed from the Valiant.

The Barracuda was unveiled in early April 1964 — about two weeks before the game-changing Mustang, which had a whole new body disguising its Falcon origins. Ford's gamble paid off with stratospheric sales.

Though the Barracuda's arrival was less heralded, it was still a sporty fastback that was also practical, with a cavernous cargo area and a fold-

down rear seat allowing up to 7 feet of carpeted load floor length. Economical Slant Six engines or a new "LA" small-block V-8 offered further owner personalization.

ENGINES

For 1965, Barracuda base prices were \$2,487 with the 145-hp 225-cu.in. Slant Six, or \$2,571 with the 180-hp 273 two-barrel LA V-8. An optional 235-hp "Commando 273" delivered a performance boost, and like its 180-hp sibling, it was light and compact to fit the confined engine compartment of the A-body.

The 273 was manufactured using much of the same block tooling as Chrysler's heavier and wider 318-cu.in. polyspheric combustion chambered "A"-engine. However, the

LA used thin-wall casting techniques, which reduced weight, and the bore was a smaller 3.63 inches.

A forged-steel crankshaft (3.31-inch stroke) and connecting rods, floating pins, and aluminum alloy pistons were used. The latter in the 235-hp engine featured a "dome-top" to increase the compression ratio to 10.5:1, from the 8.8:1 of the 180-hp variant.

The cylinder heads had wedge-shaped combustion chambers, inline 1.78/1.50-inch valves, and shaft-mounted rockers. Both 273s used solid lifters, but the cam specs and valve-spring pressures differed.

A single-plane manifold was designed instead of a dual-plane, to lower the carburetor height about 2 inches for hood clearance and to cut weight. The 180-hp 273 had a

OWNER'S VIEW



I was five years old when my parents bought a 1965 Barracuda, new. I used to ride in it and look out that big rear window. In January 2012, I found this low-mileage, V-8, rust-free, California car optioned with A/C, TorqueFlite, dash pad, and power steering. It had some wear but was still in good condition. The 180-hp 273 developed an issue in 2013, so I had a 235-hp Commando 273 from another 1965 Barracuda rebuilt for mine. The trans has also been redone and the body was repainted. My Plymouth has just under 75,000 miles on it and I drive it a few thousand miles per year. Every time I get behind the wheel, it takes me back to a time when life was simpler. — André Gordon



two-barrel and single breaker-point ignition, while the 235-hp engine used a Carter AFB and dual-points.

Due to space constraints, the drivers' side and passengers' side exhaust manifolds differed in design from one another. The Commando 273 employed a larger-diameter single-exhaust system than used with the two-barrel engine, and it had a straight-through muffler, a resonator, and a rectangular tip.

CHASSIS

An extra-cost Rallye Suspension Package included heavy-duty torsion bars and rear springs and a front anti-roll bar. The Performance Group had those parts plus the Commando 273 and power brakes.

For the sports car enthusiasts, the Formula S included the Commando 273, Rallye Suspension Package, firm ride shocks, tachometer, 14 x 5.5-inch wheels with 6.95 x 14 Blue Streak tires, 14-inch wheel covers, and round "Formula S" fender emblems.

Power front disc brakes could be dealer installed on Barracudas at extra-cost, as could a defogger for the huge backlite. Deluxe wheel covers came on the standard 13 x 4.5-inch wheels, which had 6.50 x 13 tires with the Six and 7.00 x 13 tires with the V-8, but Custom wheel covers with spinners or Sport ones that resembled a bolt-on wheel were optional.



The wheel covers are factory "simulated bolt-on," with exposed chromed wheel lugs for upgraded stock 14-inch wheels. The tires are modern radials.

WHAT TO PAY

1965 BARRACUDA	LOW	AVERAGE	HIGH
180-hp 273	\$7,500	\$15,000	\$26,000
Formula S 235-hp 273	\$9,000	\$16,500	\$29,500

**Four-speed or A/C increase value 7 percent*



The interior is mostly original, but the optional three-spoke wheel has an aftermarket cover. Factory in-dash A/C controls and under-dash outlets are shown, as is the console for the TorqueFlite. The stereo is aftermarket.



REPRODUCTION PARTS PRICES

Full front frame rail repair cap (LH or RH)	\$322
"Commando V8" fender emblem	\$44
Commando 273 air cleaner decal	\$13
Engine compartment and front light wiring harness	\$287
Commando 273 camshaft kit	\$210
Stainless steel Commando 273 exhaust tip	\$69
Instrument panel bezel	\$230
Seat upholstery front buckets (pair)	\$540
Door panels (pair)	\$383
A-body small bolt-pattern front disc brake conversion	\$1,000

DECODING

To learn more about a Barracuda prospect, check the VIN plate on the driver’s door hinge pillar. A breakdown for the sample VIN V855100001 would be V = eight-cylinder (1 = six-cylinder); 8 = Barracuda; 5 = 1965; 5 = Plant, Los Angeles in this case; 100001 = sequence number (Hamtramck plant began with 500001).

Information on the fender tag, broadcast sheet, and/or an original window sticker can provide further information. On the fender tag for example, under the letters “A” and “B” a code 31 denoted the Commando 273, a 30 the 273 two-barrel, and a 20 the 225 Slant Six.

WHAT TO WATCH FOR

When considering the purchase of a Barracuda, check for rust in the floors, trunk floor, rocker panels, lower fenders, doors, and quarter panels, and around the fixed glass. Also examine the K-member, the unit-body’s integral frame rails, and the torsion bar and rear leaf-spring mounting areas. And look for prior accident damage.

Inspect the powertrain, chassis, and the cooling and electrical systems for proper function. Look for leaks, excessively worn parts, and any potential safety issues. Also, listen for odd noises.

Restoration parts support for 1964-’66 Barracudas still lags behind more popular models. The availability of reproduction interior items is good, but large steel body parts and floors aren’t offered beyond some patch panels for the usual rust-out areas. New fiberglass fenders and hoods can be had, however. Mechanical and electrical replacement components and upgrades for engines, suspensions, and brakes are generally readily available, and larger displacement LA engines can be swapped in.



A-bodies of this era used the five-lug, 4-inch bolt pattern, which is smaller than the 4.5-inch bolt circle of the larger Chrysler Corp. models. Disc brake swap kits are available for both patterns.

Later A-body and E-body Barracudas had revised styling and room to fit big-block engines. They also generally sell for more money than the 1964-’66 cars, so a ’65 can be a good deal for anyone who craves ownership of a vintage Mopar at a more attractive price.

Beware of basket case projects, however, as heavily rusted examples that are missing parts can cost more to restore than they are worth. A driver-quality or restored example may be a better buy despite a higher initial expenditure.

An appropriately optioned 1965 Barracuda can be a satisfying driver and nimble handler for its era. André Gordon of Summerfield, Florida, concurs, as he owns our featured 1965 Barracuda. ■

PERIOD ROAD TESTS

ENGINE/HP	TRANSMISSION	REAR	0-60 MPH	1/4-MILE/MPH	SOURCE
273 / 235	four-speed	3.55	8.0	16.1 / 87	Motor Trend Jan. 1965
273 / 235	four-speed	3.23	8.2	15.9 / 85	Car Life June 1965*

*Formula S

The Valiant badge on the tail panel of 1964 Barracudas was removed for 1965. The dual exhaust pipes shown are not stock.



Fender emblems denoted the Commando 273 option in the Barracudas not equipped with the Formula S. A "V8" callout was used for the two-barrel 273. The medallion was centered at the base of the backlite.



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■ MODIFIED

STAR STRUCK

THIS FORMER MOVIE STAR '72 MAVERICK NOW SPREADS THE GOSPEL
OF AMERICAN-CAR PERFORMANCE IN JAPAN

WORDS AND PHOTOGRAPHY BY JEFF KOCH



IT'S NOT EVERY DAY THAT WE COME FACE-TO-FACE

with a movie star, half a world away. Familiar yet foreign by dint of its surroundings (in this case, urban Yokohama, Japan), we were on hand to photograph something else entirely when this little monster came roaring up. We weren't expecting it, but there it was, in all of its slammed, primed, lived-in glory.

So what? To a generation of muscle car nuts, the Maverick was a weak suck. It was an economy car that never really rose above its station: It launched in 1969 as a '70 model with a \$1,995 base price as its main selling feature. The strongest version (in 1971!) had a 210-hp two-barrel 302 V-8 under the hood. The Grabber appearance package, which seemed to aspire to muscle car status with stripes, a special hood, and a deck spoiler, was even available with the economy-minded six. Four-barrel carbs and four-speed gearboxes never quite made it to Maverick's option sheet in the U.S., even though all the right bits already existed in Ford's parts arsenal.

All these years later, we still can't help thinking that a car with a 2,500-pound shipping weight should have made the Maverick a blank canvas for cheap speed. A high-revving, solid-lifter 290-hp Boss 302 could probably have squeezed between the shock towers. Or maybe even a 351 Cleveland, perhaps in Boss trim. We won't go so far as to suggest that the factory could have made a big-block Maverick happen, like the old NHRA Pro Stockers. (Recall the 8-second Gapp & Roush *Tijuana Taxi* Maverick sedan, a car that came in second in Pro Stock points for the season it ran.)



ABOVE: Built-up 5.0-liter V-8 isn't pretty but is good for about 350 reliable horsepower—reliable being the key word, since downtime is expensive when Hollywood's cameras are rolling.

OPPOSITE: A few changes have been made to the interior from movie specs, the Hurst shifter and the bucket seats among them. Pillar-mounted nitrous gauge and shift light are among the added instrumentation.

But even if the factory never took advantage of some parts bin bashing, that potential still lurks. The Maverick is a mechanically simple, front-engine/rear-drive platform that uses the same underpinnings as the Falcon of the '60s, making it a close relative of the early Mustang. That means that plenty of original (and aftermarket) Mustang chassis components will bolt right up. The parts are out there; someone just needed to put them together.

This particular Maverick appears as a bit of a mess, but it's a bona fide movie star, and its tattered appearance was entirely intentional. The car appeared in *Fast Five*, the fifth film in the *Fast and Furious* franchise, driven by Han (played by actor Sung Kang). It's more than a movie prop—it's a

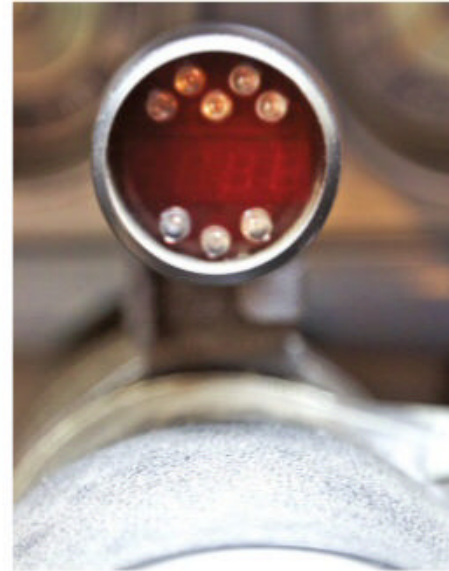
character beat. The car itself is obviously modified—healthy V-8 engine, lowered suspension beneath a, shall we say, characterful body. The intent is clear: The owner is more interested in keeping things running smoothly than he is about external appearances.

When we first meet Han in the film, he is located in Brazil. (A front plate that clearly reads Rio de Janeiro is a clue, although all of these films were lensed Stateside.) Now, Brazil didn't have the same high-horsepower revolution that America did; even four-barrel carburetors were few and far between there. Driving, say, an LS6 Chevelle or a COPO Camaro in South America wouldn't necessarily make sense for the scrappy Han character. The compact Maverick, however, was a South American hero. Built locally, available with V-8 power, and often backed by a four-speed stick, it was seen as a stylish, robust GT car—indeed, there was a Maverick GT in Brazil, with a flat-black hood, stripes, D70 Wide-Oval tires, and more. Maverick is one of only three car lines ever built in Brazil with V-8 power (Ford Galaxie and Dodge Dart were the others). It also has a strong competition history in Brazil: It won three major endurance

races in 1973 (Interlagos 25 Hours, Interlagos 500 Kilometers, and Interlagos 1000 Miles) taking the top five places in each event, and regularly did well in their equivalent of NASCAR before Ford quit racing there in 1977.

This car, whether on purpose or otherwise, can also be seen as a metaphor for its driver/owner Han. Consider: Actor Kang and this Maverick were both born in 1972. Kang was born in Georgia to first-generation immigrant South Korean parents. Though he crosses oceans culturally, Kang is all-American. Blue Oval showroom star Maverick was born in Detroit, an utterly conventional Ford sedan shrunk to three-quarter scale to help let America know that small didn't need to mean foreign, a Detroit-sized billy club built to beat Beetles back across the ocean. Though it became a star in Brazil, the Ford Maverick was fundamentally all-American.

The *Fast and Furious* film series, however ridiculous and far-fetched each sequel seems to get, has some serious cachet with a younger generation of car enthusiasts, and in fact, the franchise could legitimately be held responsible for spawning plenty of new gearheads. This seemingly ratty





ABOVE: Owner Hideki Ishibashi

BELOW: Primered fenders and scuffed stainless attest that it's not much of a looker. Super-low stance on ET III wheels suggest you'd better think twice before dismissing it at a red light.

Maverick would be immediately recognizable to many of them, even in its current home of Japan. This car is actually one of two built for production, as is standard practice, the idea being that there should always be a backup car to continue filming if the primary vehicle breaks down.

The humble movie Maverick has also become a starting point for community outreach. More recently, Kang teamed with SEMA and a trio of Alhambra, California-area high-school shop students for Project Underdog, which promotes youth outreach through classic vehicle restoration. That classic vehicle, once Kang got involved, was another 1972 Maverick. Kang made the link more explicit when Project Underdog launched. "If I were a car, I would be the Maverick," said Kang, while promoting Project Underdog. "The Maverick has always been underappreciated, overlooked, and undervalued."

What all of this means is that Ford's Maverick is seen by a new generation through fresh eyes. Long-hood/short-deck proportions. Cool small bumpers (on the pre-'73 models,

anyway). Acceptance of readily available performance parts. Suddenly the Maverick is not a weak-sister economy car, but a muscle-era machine that is a blank slate for the opportunity to build real power at a cost that hasn't priced bucks-down youth out of the market. A Maverick is now, dare we say it, aspirational for a generation with smartphones in their hands. Funny how things come around, eh?

And so, on the streets of Yokohama, we have come face-to-face for arguably the leading reason that this transformation is taking place. The previous owner installed a steel hood with a functional Boss 429 scoop (well, he cut a hole in the hood, anyway) to replace the fiberglass Grabber re-pop hood used during filming, but all other changes were toward building a more solid, driveable machine.

Pop the hood and the V-8 that greets you is an '83-era 5.0-liter Ford small-block, converted to full roller specs and now running 10:1 compression. Hedman shorty headers lead out to a custom exhaust blowing through Flowmaster mufflers. As it sits, it's good for around 350 horsepower—plenty streetable on the 95RON (roughly 91 octane) pump gas that's available in Japan. It's backed by a rebuilt BorgWarner T-5 five-speed stick, featuring a heavy-duty clutch.



SPECIFICATIONS

1972 FORD MAVERICK

A custom driveshaft gets power back to a Moser 9-inch rear. Oh, and there's a working nitrous system in the trunk, right next to the fuel cell.

The chassis needed a few upgrades to handle all that power. A set of 40-series, 18-inch tires on Coys rims was a start; a set of lowered leaf springs and lowering blocks helped slam the stance in back, while a set of custom 2-inch dropped spindles allowed the nose to come down as well. Front brakes are pirated from a Ford GT, with four-piston calipers, while rear brakes were fabricated from a set of '09 Mustang GT front 11.5-inch discs, to fit the Moser 9-inch.

Inside, the previous owner tried to split the difference between shabby-chic, as portrayed in the movie, and regular-driver livable. A brace of AutoMeter Ultra-Lite mechanical gauges — oil pressure, water temp, brake pressure, nitrous, and voltage — grace the cabin. New blue carpet hides jute padding and Dynamat. Procar Rally bucket seats replace the factory bench. A Pioneer head unit and 6 x 9-inch rear speakers compete with the engine to fill the cabin with sound.

Today, the car's owner in Japan is Hideki Ishibashi. He is a man of many talents, and most recently he has been editor, head writer, and photographer for *IGNITE Magazine*, a quarterly digest-size publication that concentrates on the American-car scene in Japan. His partner, Hiroko Sakuma, is publisher of *IGNITE* — and drives a '71 Pontiac GTO (see *HMM* #156, August 2016) along with several muscle-era Mopars. The couple's daily driver is a Toyota Voltz — a Pontiac Vibe sold in Japan, but built in California. For both of them, American cars are a matter of passion, not fashion. And the opportunity to own and drive a genuine American movie icon was too much to pass up.

Once Ishibashi-san took possession of his Maverick, he made a couple of additional changes. A Hurst shifter was the easiest of these; a set of custom-offset ET III wheels also bolted on easily enough. Less easily replaced: A new set of SPC Performance adjustable upper control arms for the front

suspension, which finally helped dial in the ride. A set of 3.91 gears replaced the hairy 4.56s in the Moser 9-inch rear, all of the wiring was replaced, and a Vintage Air Gen II heater/defroster was installed. The Maverick measures within an inch or two of a current Honda Civic in every physical dimension, and as such isn't a burden driving around the tight city streets near

the Port of Yokohama. No apologies sought or required.

Born half a world away, this all-American Maverick, which once passed for a South American machine on screen, feels strangely at home in Yokohama. What better car to spread the idea of bargain-priced all-American performance to a new generation of car enthusiasts? ■

ENGINE

Block type.....	Ford small-block V-8; cast-iron
Cylinder heads	Ford small-block OHV; cast-iron
Displacement	302-cu.in.
Bore x stroke	4.00 x 3.00-in
Compression ratio	10.0:1
Pistons	Forged aluminum
Connecting rods.....	Stock
Horsepower	350 (estimated)
Torque	380 lb-ft (estimated)
Camshaft type.....	Ford Racing hydraulic roller
Duration	286 degrees, intake and exhaust (advertised)
Lift	.542-in, intake and exhaust
Valvetrain	Premium stainless 1.94/1.54-in valves, intake/exhaust; Ford Performance 1.6:1 ratio roller rocker arms, hydraulic roller lifters
Fuel system	Holley 4150 carburetor atop aluminum intake manifold
Lubrication system.....	Ford Performance high-volume gear-type pump, windage tray, and high-volume oil pump
Ignition system.....	MSD billet distributor, MSD Blaster SS coil, MSD 6A ignition box
Exhaust system.....	Hedman shorty headers, custom dual 2.5-in exhaust, dual Flowmaster mufflers
Original engine.....	250-cu.in. inline-six

TRANSMISSION

Type.....	BorgWarner T-5 five-speed manual, heavy-duty clutch, Hurst shifter
Ratios.....	1st/3.35:1 ... 2nd/1.93:1 ... 3rd/1.26:1 ... 4th/1.00:1 ... 5th/0.61:1 ... Reverse/3.15:1

DIFFERENTIAL

Type.....	Moser-built Ford 9-inch ring-and-pinion; limited-slip differential
Ratio	3.91:1

STEERING

Type.....	Ford recirculating ball
Ratio	20.0:1

BRAKES

Type.....	Power assisted hydraulic disc/disc
Front.....	14-in Ford GT rotors and four-piston calipers
Rear	2009 Ford Mustang 11.3-in rotors and calipers

SUSPENSION

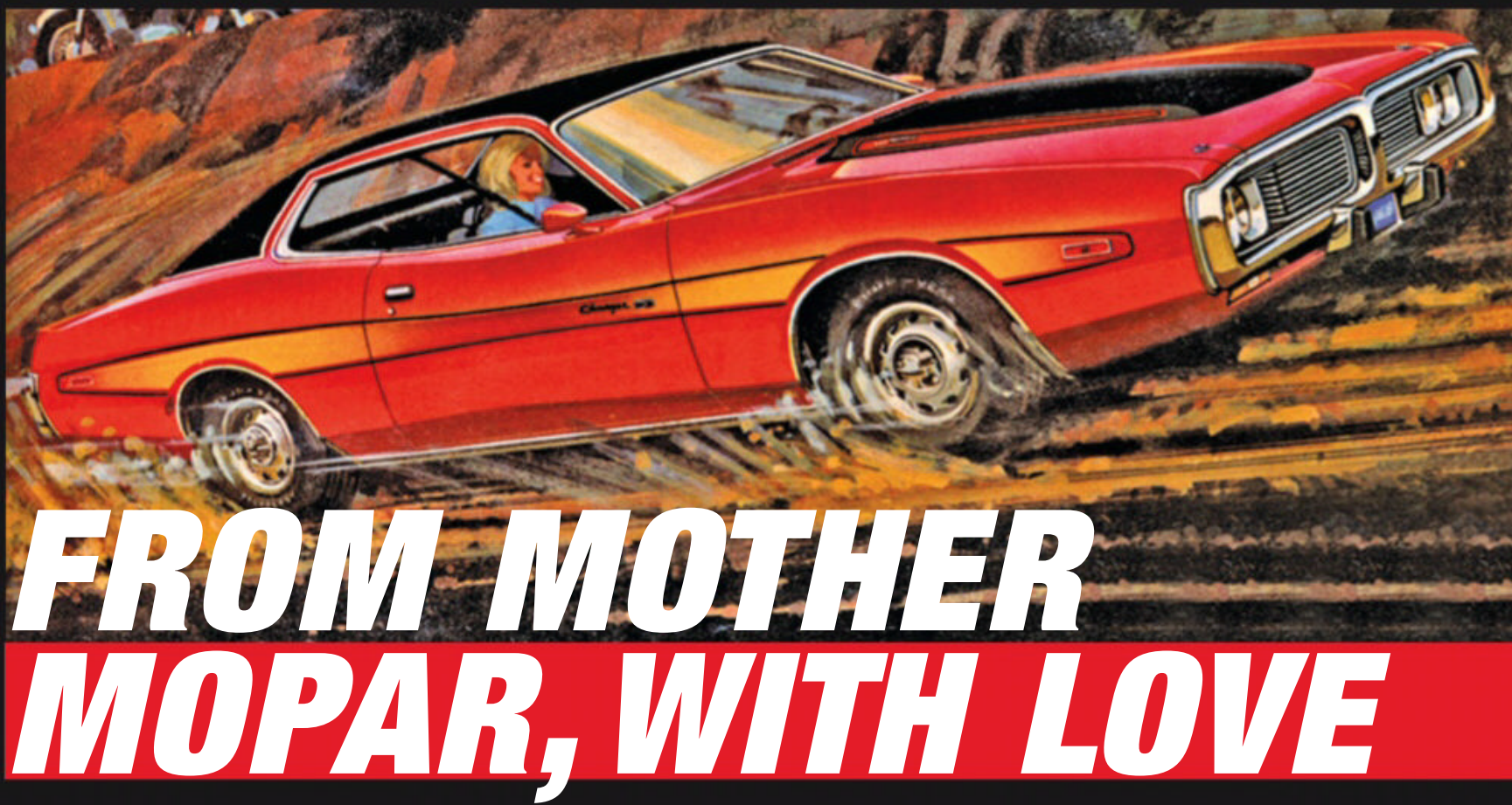
Front..	SPC adjustable upper control arms, 2-inch dropped spindles, telescoping shocks
Rear	Lowered leaf springs, lowering blocks, telescoping shocks

WHEELS & TIRES

Wheels	ET AC-III Front: 18 x 9 in Rear: 18 x 9 in
Tires	Continental Extreme Contact DW Front: 245/40ZR18 Rear: 275/40ZR18

PERFORMANCE

1/4-mile ET	N/A
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FROM MOTHER MOPAR, WITH LOVE

BY KURT ERNST • IMAGES FROM THE HEMMINGS ARCHIVES

“MOPAR OR NO CAR,” GOES the rallying cry of Chrysler’s true believers, a nod to their passion for the Pentastar’s wares. For the bulk of its existence as an automaker, Chrysler (encompassing its namesake brand, along with Dodge and Plymouth) has been focused on performance, as well as engineering excellence.

Iconic (and now, blue chip) Mopar muscle cars stand in testament to this. A Hemi-powered 1970 Dodge Challenger R/T convertible sold at auction for \$1.43 million in January 2019, and prime specimens of Hemi-powered winged warriors (the 1969 Dodge Charger Daytona and 1970 Plymouth Superbird) routinely trade hands in the mid-six-figure range. Remarkably, none of these were particularly desirable when new, adding to their rarity and value today.

Chrysler’s performance heritage goes much farther back than the 1970s, however. Introduced for the 1951 model year, Chrysler’s FirePower OHV V-8 used hemispherical cylinder heads (a design popular in the early days of the automobile) for better breathing and more efficient combustion, and the engine was soon adopted by sportsman Briggs Cunningham, who sought to win the 24 Hours of Le Mans in an American-built car of his own manufacture. In 1953, he came close, with drivers Phil Walters and John Fitch winning their class in a Cunningham C5-R, powered by a 331-cu.in. Chrysler Hemi.

Launched in 1955, the Chrysler 300 became the first mass-produced American car rated at

300 horsepower, and a year later, the follow-up “letter car,” the 1956 Chrysler 300B, became the first American car to produce more than one horsepower per cubic inch, achieving 355 hp from 354-cu.in. The C-300 won the 1955 AAA stock car title and was successful in NASCAR, too: In 1955, team owner Carl Kiekhaefer won 22 of 40 races entered, with driver Tim Flock capturing the championship. The following year, the team ran 300Bs (and Dodge D-500s), winning 30 of 56 races entered.

The Mopar performance story isn’t all about Hemis, though. The brand’s B- and RB-series wedge V-8s include the legendary 383, 413, and 440, engines that racked up their own fair share of victories in the quarter-mile. On the street, versions of the 440 delivered performance nearly comparable to the vaunted 426 Hemi, at a lower cost of entry and with less regular tuning required. Chrysler also created hot versions of its small-block LA-series V-8s, most notably with the performance-dedicated 340.

Our annual salute to Mopar Muscle, featured in this issue, offers something for just about everyone. Mark J. McCourt takes us through the evolution of A-body performance, while Barry Kluczyk gives us tips on how to get the most from an RB engine build and, elsewhere in this issue, shows us the rebirth of a 1970 Dodge Challenger R/T. Also between the covers this month, Rowland George takes us to the 2019 Winged Warrior Reunion, and Tom DeMauro gives us a Buyer’s Guide to the 1965 Plymouth Barracuda. Sit down, buckle up, and enjoy the ride! ■

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VALIANT EFFORTS

TRACING THE EVOLUTION OF MOPAR A-BODY PERFORMANCE

BY MARK J. McCOURT • PHOTOGRAPHS FROM THE HEMMINGS ARCHIVES

FROM THE COMPANY'S earliest days, Chrysler's cars were known for the advanced engineering that set them apart from the competitive offerings of Ford and General Motors. When Highland Park executives decided to field economical compacts for the early 1960s to tussle with the small imports, Rambler, Studebaker's Lark, and the anticipated like-sized Ford and Chevrolet, the results were

unique: The Valiant and related Lancer were efficient, spacious unit-body sedans with above-average dynamic capabilities. Buyers embraced these conventional-layout compacts, and would welcome the added power they would offer in the form of the Hyper-Pak tuning kit-equipped Slant Six. The body redesigns of 1963 would be followed by 1964's availability of a Hurst linkage-equipped A-833 four-speed manual and 273-cu.in. V-8 in the

Valiant, Dart, and forthcoming Barracuda, setting the stage for the following decade of ever-increasing performance.

While Studebaker offered a potent 180-hp, 259-cu.in. V-8 in its Lark VIII from 1959, that compact didn't make many waves; the first real splash in this market came in mid-1963 from Ford's 164-hp, 260-cu.in.-powered Falcon Sprint and Mercury Comet S-22. The Dearborn cars got a half-year jump on



1972 DODGE DEMON 340

the competing V-8 from Chevrolet, in the form of the Chevy II with an available 195-hp 283-cu.in. small-block, and the aforementioned Mopars. American buyers responded to the Big Three offerings, and the hot-compact genre was off to the races.

The Chrysler Corporation's new LA-series V-8 was a lightened, simplified spin-off of its polyspherical-head, 318-cu.in. A-series. The overhead-valve LA featured a 3.63 x 3.31-inch bore and stroke, wedge-type combustion chamber heads, solid lifters, an 8.8:1 compres-

sion ratio, and a two-barrel Carter BBD carburetor. In this initial form, it made 180 hp at 4,200 rpm and 260 lb-ft of torque at 1,600 rpm, and could be specified to motivate Plymouth's Valiant, the Valiant-based Barracuda fastback, and the longer-wheelbase, "senior compact" Dodge Dart. This engine would enjoy nearly annual upgrades, as would the A-body cars it powered.

When optioned with the LA, the "1964 1/2" Barracuda offered performance competitive with the V-8 Mustang. The next model year

the D.U.I. report

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Base A-body variants had the Slant Six, but sporting ones used “LA”-series V-8s. Regular production versions of the original Valiant, Barracuda, and Dart could be fitted with a two- or four-barrel 273, making 180-235 hp. The 275-hp 340 small-block debuted for 1968 and was used through 1973. The torquey 360-cu.in. V-8 stepped in from 1974-’76.

brought even more power in the form of the “Commando 273” (in Plymouths)/“Charger 273” (in Dodge Darts) V-8. Fitted to Barracudas optioned with the Rallye Pack and Formula S, this engine’s chrome and cast-aluminum dress-ups covered a more aggressive camshaft, domed pistons for a 10.5:1 compression ratio, a dual-point breaker ignition, a 600-cfm Carter AFB four-

barrel carburetor, and free-flow exhaust system, and made 235 hp and 280 lb-ft of torque. Formula S models put that power to the ground with the help of heavy-duty torsion bars/leaf springs/tube shocks, a larger front anti-roll bar, and upsized 14-inch wheels mounting wider tires; these Barracuda variants were effective enough to clinch the 1965 Sports Car Club of America rally champion-

ship. The Dart GT-based Charger 273 was a limited-production variant of Dodge’s A-body two-door, akin to the Formula S-spec Plymouth, that was exclusively trimmed in cream yellow over black and fitted with Cragar S/S mags.

Chrysler engineers showed their dedication to performance with a drag racing special for 1966, that being the so-called “D-Dart.” Dodge built 50 specially equipped Dart two-door hardtops to homologate the model for NHRA D/Stock. This 2,946-pound car—which was sold with no factory warranty—used a 275-hp version of the 273 V-8 mated to a four-speed. Special equipment included an upgraded camshaft, quick-advance distributor, four-barrel Holley carburetor, low-restriction air cleaner, free-flow exhaust headers, 4.86:1 Sure-Grip differential, heavy-duty suspension, and more.

Dodge and Plymouth both treated their compacts to all-new styling for 1967, and the two- and four-barrel 273s remained available, but the revised Dart and Barracuda could now be

1968 PLYMOUTH BARRACUDA FORMULA S 340





After the Barracuda and Dart were redesigned for 1967, their engine bays were enlarged and could now fit the four-barrel-carbureted 383 V-8 (above), which offered between 280 and 330 hp, depending on the model year. While a 426 Hemi was stuffed into a handful of homologation specials, the 440 (below) was the most powerful A-body to reach dealerships.



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fitted with a big-block V-8, the Chrysler 383 — ideal for tackling the 390-powered Mustang, 396-powered Camaro, and 400-cu.in. equipped Firebird. For A-body duty, the 383's specs included a 10.5:1 compression ratio, hydraulic lifters, and a 525-cfm Carter AFB four-barrel carburetor. The engine made 280 hp at 4,200 rpm and 400 lb-ft of torque at 2,400 rpm regardless if it was mated to a TorqueFlite 727 three-speed automatic or four-speed manual. Opting for this V-8 meant that Dart GT and Barracuda Formula S buyers had to also take manual front disc/rear drum brakes and the upgraded suspension and wheel/tire fitment, and were precluded from power steering, which didn't fit in the engine bay.

Eight was enough for these compact Mopars in 1968, but the displacement differed: a new 340-cu.in. engine — a development of the LA small-block — made for happy ground between the 273 and 383. The 340's 4.01 x 3.31-inch bore and stroke and 10.5:1 compression ratio working in concert with a selection of forged internal components and a dual plane intake-mounted Carter Thermo-Quad four-barrel made 275 hp at 5,000 rpm and 340 lb-ft at 3,200 rpm. This V-8, available in the Dart GTS and Barracuda Formula S, used different camshafts depending if it was mated to a four-speed or TorqueFlite, and could be optioned with power steering and air conditioning. Those two items were still not available with the four-barrel 383, which now

featured 10.0:1 compression and was rated at 300 hp at 4,400 rpm and 400 lb-ft of torque at 2,400 rpm. That 1967 redesign had also made room for the new, RB 426 Wedge-based 440 Super Commando V-8 to squeeze between the fenders, and a small number of drag racing specials were built with it. An even smaller number — reportedly just 70 — Darts were built with the legendary 426 Hemi for use in Class B Super Stock racing. In addition, roughly another 80 Barracudas were built with Hemi power.

While that 426 Hemi availability in the smallest Mopar had been a true one-off, the 440 V-8 returned as a little-known, but available, production option for 1969; it's believed that around 640 "M-code" Dart GTs and 400 'Cudas were so-powered. With displacement stemming from a 4.32 x 3.75-inch

bore and stroke, it featured a 10.1:1 compression ratio and Carter AVS four-barrel carburetor, and made 375 hp at 4,600 rpm and 480 lb-ft of torque at 3,200 rpm. Opting for this meant giving up the availability to have an A-833 four-speed manual, power steering and brakes, and air conditioning, so it was for the most dedicated of speed freaks. Mopar buyers with thinner wallets or the desire for more creature comfort could enjoy the 275-hp 340 V-8 or 330-hp 383 in their GTs and 'Cudas, and for those on an even tighter budget, Dodge introduced the Dart Swinger 340, a stripped-down two-door hardtop with the hot small-block.

While the big news for 1970 was the introduction of the fresh E-body Dodge Challenger and Plymouth Barracuda/'Cuda, which would supplant



1969 DODGE DART GTS



1970 PLYMOUTH VALIANT DUSTER 340



1974 PLYMOUTH DUSTER 360

the availability of big-block engines in A-body models, the lightly facelifted Dodge Dart Swinger and new, Valiant-derived Plymouth Duster were still admirable performers when equipped with the 10.3:1 compression ratio, 275-hp 340 V-8. That sleek Duster was such a hit with buyers that Dodge got its own version for 1971, the amusingly controversial Demon. *Road Test* magazine found a TorqueFlite-equipped Demon 340 could reach 60 mph in 7.8 seconds, and pass the quarter-mile in 14.56 second at 96 mph; the writer estimated a top speed of 127 mph.

Major changes in emissions controls and power figure reporting meant that the Carter Thermo-Quad-equipped 340 with lower 8.5-compression was net-rated at 240 hp and 290 lb-ft of torque for 1972 and 1973. A four-barrel, dual exhaust-equipped 360-cu.in. small-block V-8 made 245 hp and 320 lb-ft in the 1974 Dart Sport 360 and Duster

360. Those figures would drop for 1975, depending if the hi-po A-bodies were built with 49-state or California emissions; respectively, the horsepower/torque ratings were 230/320 and 190/270. The A-body's final production year, 1976, saw the hottest four-barrel-topped 360-powered versions featuring 8.4:1 compression and making 220 hp and 280 lb-ft in 49-state form; that engine was no longer sold in California.

The Chrysler Corporation's Plymouth and Dodge compacts were hugely popular with budget-minded buyers in the 1960s and 1970s, and the most powerful variants carved their own niche of cheap speed, standing tall against stiff competition from GM, Ford, and American Motors. While the A-body two-doors evolved heavily from their Virgil Exner-styled, Slant Six-powered roots, their clever design traits and exemplary performance meant they could always be pegged as Mopars. ■



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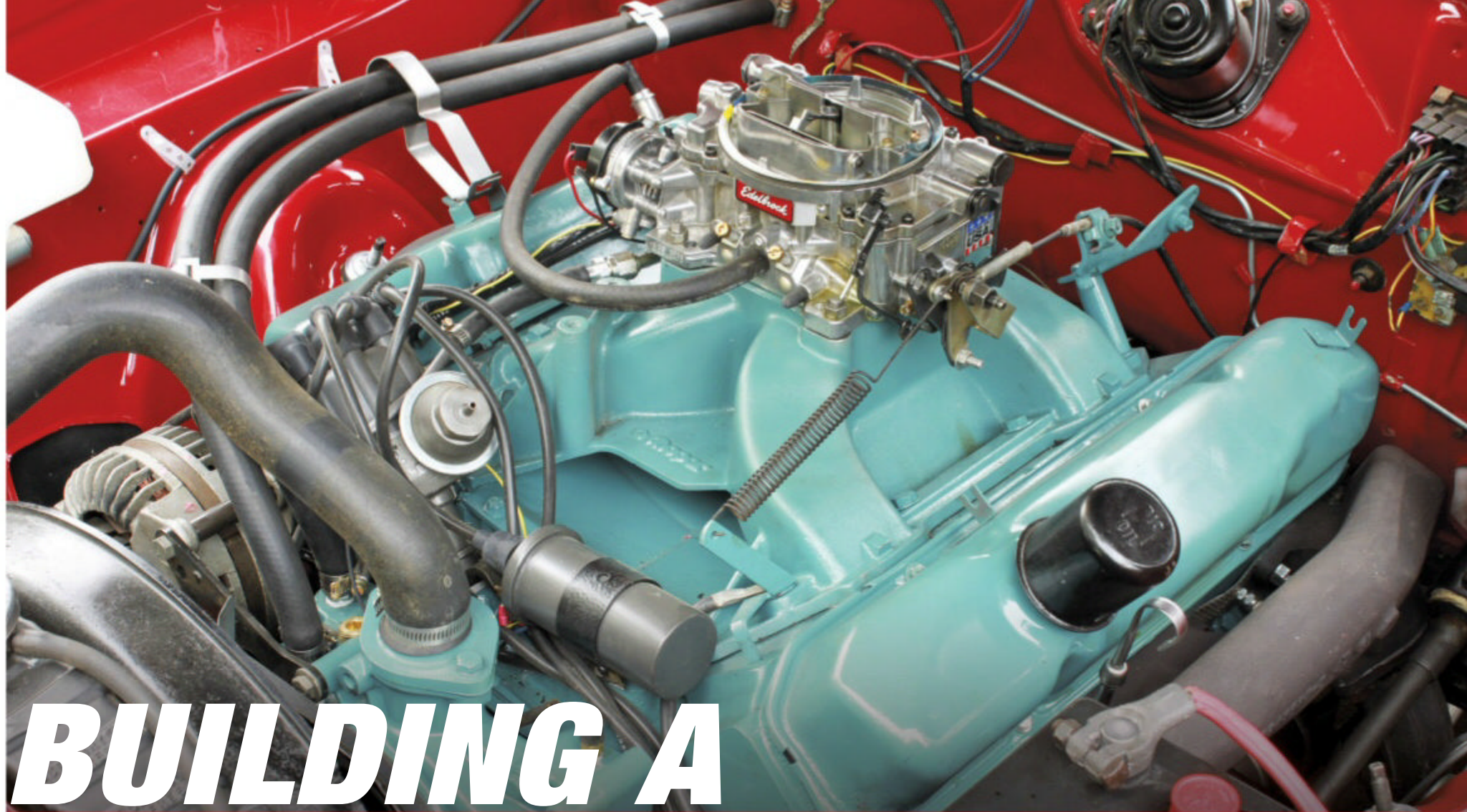
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BUILDING A BETTER BIG-BLOCK

25 CHRYSLER RB ENGINE-BUILDING TIPS TO HELP OPTIMIZE PERFORMANCE, SAVE MONEY AND MORE

WORDS AND PHOTOGRAPHY BY BARRY KLUCZYK

CHRYSLER'S ORIGINAL "FirePower" Hemi engine family elevated factory horsepower thresholds in the Fifties and did so with dramatic style, but Hemis were costly to manufacture and their big cylinder heads ate up a lot of underhood real estate.

With the realization that building Hemi engines in the volume required to keep pace with new overhead-valve V-8 engines from General Motors and Ford would be prohibitively expensive, Chrysler got to work on a new V-8 design that would rely on a more straightforward wedge-style cylinder head. The new engine family was dubbed the B series and was introduced in 1958, with a raised-deck version, designated the RB series, debuting a year later in a 413-cubic-inch displacement.

The B and RB engines made strong power that was generally comparable to their more exotic Hemi cousins, which really came alive at higher rpm. The tall-

deck RB platform supported a stroke increase from 3.38 to 3.75 inches, which significantly bolstered torque production in the over-square (larger bore than stroke) design. It gave RB-based engines a serious dose of much-appreciated low-end grunt.

The RB, of course, would serve as the foundation for all of the strongest Mopar engines during the muscle car wars, from the Max Wedge variants early in the Sixties to the 440 Six Pack/Six-Barrel engines that closed the era in the early Seventies. Even the 426 Street Hemi was based on the RB foundation. Production lasted through 1978 for cars and 1979 for truck engines, which was a comparatively short run, especially when measured against the Chevy small- and big-block engines and Ford's small-block/Windsor family. Even Mopar's own LA-series small-block stretched out more than 50 years, when the V-10 variants are included.

Despite its relatively short production

and the fact that Chrysler hasn't manufactured one for more than 40 years, the RB big-block continues to serve Mopar enthusiasts as the go-to option for maximum firepower on the street and strip. In fact, new performance parts are still being developed, in the eternal quest of extracting even more from it—but there are plenty of time-honored tips, tricks, and advice for building a strong, durable, and leak-free engine.

Veteran Mopar engine builder and RB specialist Dan Cook knows all about them, with encyclopedic knowledge of building the Chrysler big-block that is rooted in decades of experience. He's learned what works and what doesn't, and—just as important—how and where an engine-building budget can be stretched to do the most good.

"Unless you're building an engine strictly for drag racing and plan to launch against an 8,000-stall converter, you don't have to go crazy or spend a million dollars on exotic parts," Dan

says. "The right mix of strong rotating parts and proven-yet-inexpensive support components will deliver great power and great durability, as long as you take the time to build it correctly."

By that, Dan means taking the time to carefully check every bearing clearance and the other tolerances against the factory specs. He's also a big advocate of cleanliness.

"The two biggest things that kill an engine are a dirty assembly and failure to check all the clearances," he says. "Get both of those right and an RB engine will run pretty much forever."

We also mentioned building a leak-free engine and that's a very important consideration of every RB build, because, frankly, Mopar's big-block is renowned for all the places oil tends to seep out of it, namely the rear main seal and the joining lines between components, such as the timing cover and block. Many of the tips outlined here deal with keeping it all contained.

Bundled together, these tips can guide even a first-time RB builder into a budget-friendly, strong-performing and durable assembly. It may not be a Hemi, but even Chrysler realized wedge heads can get the job done just as well.



FIRM FOUNDATION

Chrysler produced 16 different RB block castings between 1959 and 1978. When searching for a foundation to build an engine, later blocks offer a number of advantages, including thicker main bearing supports and stronger external engine mounting "ears." Also, starting right around the middle of 1968, a strengthening rib was added to the casting, above the freeze plugs. This example, casting number 2536430, was produced in June 1968 and has the added rib.



A CORE ISSUE

RB core/freeze plugs are notorious for poor sealing. Rather than driving them home dry, use some Permatex Form-A-Gasket to help prevent leaks. Be sure not to use common silicone sealant, either, because it will dry up and push out the plug.



THE MAIN THING

The stock mains are a weak link in the RB block for higher-performance builds. Dan says they'll stand up to about 650 horsepower, but beyond that, they're living on borrowed time.

Additionally, the factory used half-groove main bearings (an oil groove only on the top half of the bearing); and there's no need to go full-groove bearings unless the engine's primary duty will be racing.



KEEP IT UNDER '60'

Boring the RB block up to 0.060-inch is a fairly common practice for a rebuild, but Dan says that for higher-performance engines, it can lead to heating issues. He recommends stretching the cylinder bores no more than 0.055-inch to help ensure a high-power engine keeps its cool. Dan adds that there is essentially no real-world evidence to support the longstanding belief that some 1976-and-later blocks had thin-wall castings.

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HIDING IN PLAIN SIGHT

The 440 block will accept a surprisingly long stroke without the need for any (or, at least, very minor) block clearance work. That means you can build big torque and no one will be the wiser. A stroke of up to 4.125 inches will work, as long as the rod journals are the smaller, Chevy-size 2.200 inches. Don't stretch the stroke too far, however: Going to 4.250 inches will cause camshaft interference.



CLEARANCE IS EVERYTHING

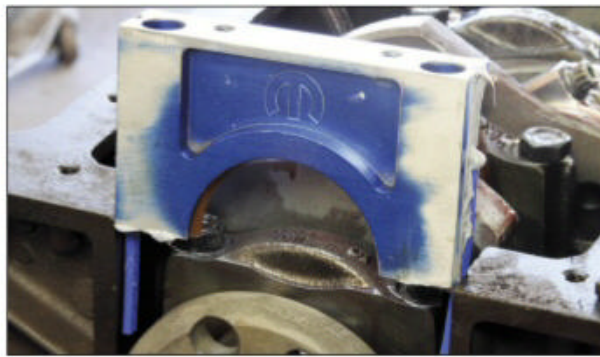
Dan says checking clearances during the assembly can't be overemphasized, and you don't need a NASCAR tool collection to do it. Feeler gauges and even tried-and-true Plastigauge get the job done, ensuring bearing clearances, rod side clearances, and more, are within spec. Get them correct and the engine will run forever.

TRUE TOP FUEL TIP

Another common RB leak source is the rear main seal, and the hands-down best solution for the job is the Fel-Pro Viton rear main seal, p/n



2947. It is the same part used in Top Fuel and Funny Car racing engines, so go with what the pros use here.



REAR-MAIN RETENTION

In addition to the seal itself, the factory rear main seal retainer simply isn't great at its job, either. There are a number of aftermarket options, mostly made of billet aluminum, including one from Mopar Performance. They're inexpensive—around \$50-\$75—so unless you enjoy wiping your garage floor routinely, there's no reason not to use one when building your engine.



BUY A NEW BUSHING

The intermediate shaft bushing for the oil pump should always be replaced with a new one. Yes, it's true the original can be re-used, but years of use and the heat from block cleaning during a rebuild can affect it, allowing it to rotate within the bore—and that's not good. A new bushing only costs a few bucks, so don't cheap out here.

OIL PUMP OPTIONS

The oil pump is a component that doesn't require an expensive, ultra-high-performance solution. An off-the-shelf Melling standard-duty, or even a simple high-



volume upgrade, works just fine for engines making 500-600 horsepower or more. There are other places in this engine to put your money.



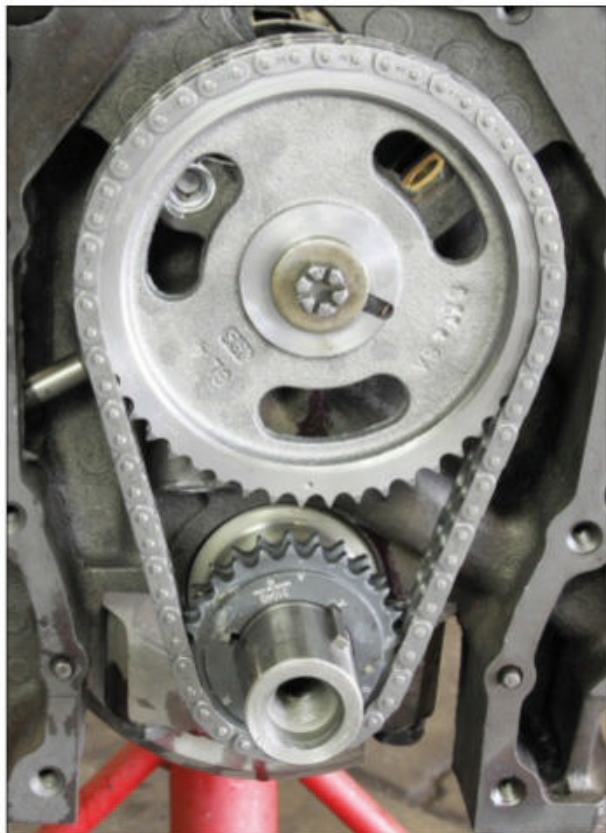
WINDAGE TRAY TRIBULATIONS

RB engines use a windage tray between the crankshaft and oil pan. However, there are numerous factory versions, as well as plenty of aftermarket options, making it all the more important to carefully check the clearance of the one you're using against the reach of the connecting rods. It was an issue with the assembly shown here. A few washers for shims may do the trick, but an entirely different tray may be the only solution.



CAMSHAFT GUIDANCE

Dan prefers a good-old hydraulic flat-tappet camshaft for the RB, rather than a roller cam. "They just seem to respond better," he says. Fair enough. And as this photo shows, he doesn't go crazy with the moly lube during insertion. "It's really messy, and because the valley is open on these blocks, you can use only a little lube to slip it inside the block and coat it with plenty more once it's installed."



THREE'S THE CHARM

Except for the 440 Six Pack three-bolt variant, every RB engine featured a timing gear attached to the camshaft with a single bolt. In a performance build the security of the three-bolt design is preferred, so when specifying the cam for your engine, ask the manufacturer if it's available in the Six Pack three-bolt pattern. If not, be sure to use thread locker on the single bolt.



SLING ALONG

A commonly overlooked item during an RB engine's assembly is the oil slinger that slips on the crank hub, in front of the timing set. Along with throwing oil on to the timing chain, it is designed to help prevent excessive oil buildup on the timing cover seal — an attribute that helps prevent leaks.



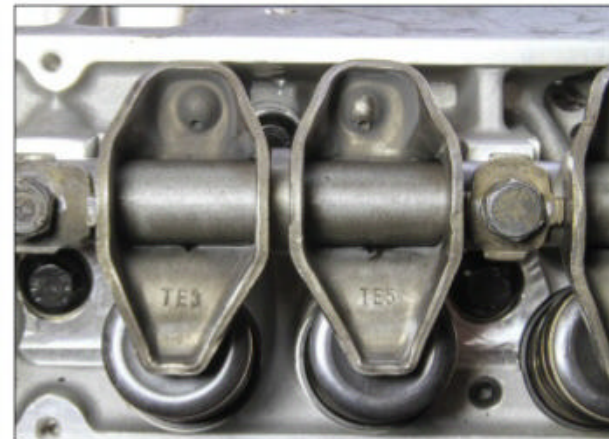
GETTING AHEAD

If you're going to spend money on your RB, spend it on cylinder heads, because unless you're rebuilding to stock specs, there are few practical reasons to use factory heads. Aftermarket iron or aluminum heads are light years ahead when it comes to airflow and performance potential, and when compared to the cost of reconditioning 50-year-old originals — including machining for and the insertion of hardened valve seats for unleaded gas — the aftermarket heads are a comparative bargain.



ROCKER SHAFT RECOMMENDATION

If the camshaft for your engine generates up to 0.525-inch lift, stick with stock-type "tin tip" rocker shafts (an Isky shaft with hardened tips is shown). They do the trick for pennies, but don't forget to check the tips for excessive wear on used parts. For higher-lift camshafts, go with roller-tip shafts.



YOUR OTHER LEFT

Speaking of rocker shafts, while factory stamped rocker arms work well on even higher-performance engine combinations, care must be taken when installing them on the rocker shafts, because there are left and right parts for each cylinder. Look closely at the photo and you'll see the difference. Make sure to get them right (and left) for your build.



PUSHROD PRAGMATISM

Because you don't have eight hands, the easy way to hold up the pushrods during the rocker shaft installation is to slip an oil dipstick along the top of the cylinder head, as shown. Tension holds them in place while you button down the shaft. Clever, right?

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ANOTHER SEALING TIP

In the seemingly endless quest to keep an RB leak-free, particular attention must be paid to the top corners of the decks. At the top front on each side, there's a coolant passage where a cylinder head bolt really ought to be, making head sealing that much more difficult. Slather the respective corners with some RTV sealant on the deck surface.



AGAIN WITH THE SEALING!

After spreading sealant on the deck surface, lay down a Fel-Pro p/n 1009 head gasket and follow it up with even more RTV sealant, before installing the head. Without a head bolt to cinch down the corner of the cylinder head, this is the best way to keep leaks at bay.



SERIOUSLY... LAST SEALING TIP

To prevent that all too common black oil-leak line running down the front of the engine, you'll want to push more RTV

into the corners and along the parting lines where the block and timing cover meet. Get it as far down the joining lines as possible.



TALKING TURKEY

Whether you call it the turkey tray, turkey pan, or simply the valley pan, proper sealing is key to preventing leaks. Seal it under the edges between the block and pan and use the pan with a paper gasket when installing aluminum heads. And, yes, it turns out this was the last sealing tip. You'll thank us in the long run.



INTAKE INSTINCT

When it comes to intake manifold selection for a deep-breathing RB, it's hard to beat the Edelbrock Performer RPM dual-plane aluminum manifold. It was also produced for Mopar Performance, with the "Wedge" label, as seen here. It's still in production, but used ones are pretty easy to find online and at swap meets for around \$150. When matched with a good set of heads, it's an unbeatable combination.



CARB CONSIDERATIONS

With its large displacement, it's easy to over-carb a big-block engine, but Dan urges restraint. "The old adage about doubling the engine displacement to arrive at your carb size doesn't work for a 440," he says. Go with something smaller, like the Edelbrock 750-cfm carb seen here, or even a little smaller. "Your idle and mid-range will be tremendous," says Dan, who likes the Edelbrock carbs for their easy adjustability. Also, if there's sufficient hood clearance, it's a good idea to run at least a half-inch phenolic spacer, which serves as a heat barrier to keep the fuel in the carb cooler.



BALANCER BUDGET

Here's another way to save a few bucks: Unless you're building a racing engine that will require an SFI-approved damper, a factory balancer works just fine for even high-powered street engines. Used examples are comparatively cheap and plentiful, too. Just inspect the rubber for cracks, splits or missing chunks. Check that the sealing surfaces are good, too. ■

SOURCES:

DAN COOK RACING
dancook@dancookracing.com

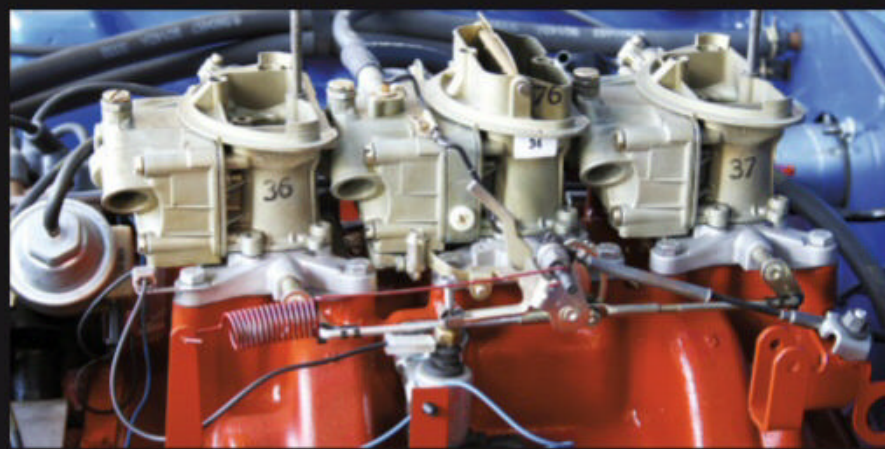
10 FAST FACTS ABOUT THE 440+6



Introduced in 1969, the special triple-carb version of the 440—dubbed 440 Six Pack in Dodge models and 440 Six Barrel in Plymouths—offered performance capability nearly on par with the vaunted Street Hemi, but for roughly half the price. It was produced for only three model years, but its legacy was far-reaching. Here are 10 things every enthusiast should know about the 440+6.

1. The engine debuted in the 1969 mid-year introduction of the “A12” option package on the Road Runner and Super Bee, both of which also included a lift-off fiberglass hood.
2. Edelbrock supplied the unique intake manifold for the first year and early into 1970, but the company apparently couldn’t produce them fast enough, so Chrysler took over in 1970 and had them cast in iron.

3. Holley supplied the three 2300-series two-barrel carburetors. The engine ran primarily on the center 350-cfm carb and the outboard 500-cfm carbs kicked in under wide-open throttle.
4. The intake manifold positioned the outboard carbs to yield near equal-length runners, to prevent lean-out in any of the cylinders.
5. Only the center carb was jetted. The outboard, vacuum-secondary carbs used fixed metering plates without accelerator pumps or replaceable jets.
6. Internally, the original 440+6 featured Hemi valve springs, chrome-flashed valve stems, moly piston rings, and a low-taper camshaft/tappet design. The engine also featured a dual-breaker distributor.
7. In 1970, the engine was upgraded further with stouter connecting rods, which required a specially weighted harmonic damper to balance the rotating assembly. It was the first externally balanced Mopar engine.
8. The engine used standard 440 cast iron cylinder heads, casting number 2843906, with 2.08/1.74-inch valves.
9. For the sake of emissions, the distributor’s advance curve was altered in 1971, which reduced the official horsepower rating 5 horses, to 385 horsepower.
10. The 440+6 showed up on early 1972 order sheets, but there is no indication any ’72 vehicles were built with the engine.



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PARTS GUIDE

BY TOM COMERRO

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New orange or black oval “Six Pack”-style air filter elements are now available for various engines. Each filter features perforated steel bands, just like the originals, with orange- or black-colored rubber sidings. These are a great way to dress up and draw attention to your detailed engine bays. Available for 1969 Hemi B-body Air Grabber or Ramcharger, 1969 Plymouth B-body with Air Grabber and four-barrel, 1969-'70 Dodge B-body with Ramcharger and four-barrel, 1969-'71 Six Pack/Six Barrel-equipped cars and 1970-'71 Hemi (all bodies).



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TRUNK TRIMMINGS

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WWW.ECSAUTOMOTIVE.COM • \$149

New trunk mats for model year 1970-'71 Challengers are available, and they are said to be just like the ones used when the cars came off the assembly line. The mats are real rubber — not vinyl — and reportedly fit and look just like the originals. They feature the proper cut and size, the exact print and color, and even include the stamped Chrysler part number and Pentastar logo. This is one of many original-style trunk mats available; be sure to inquire about your specific application.

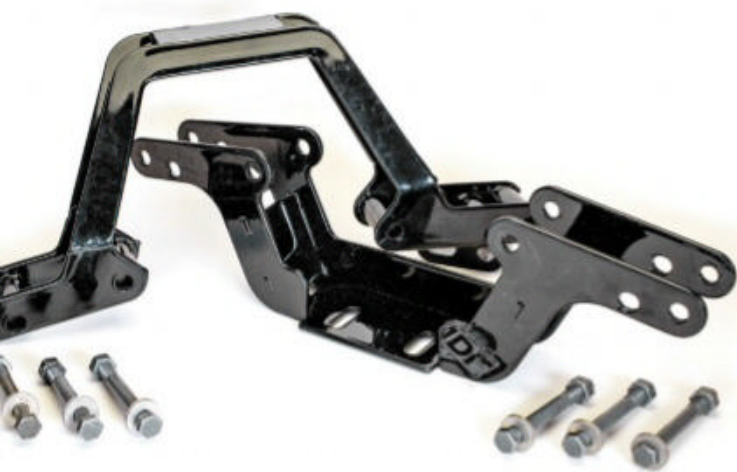


SLANT SIX SPARKS

PERFORMANCE DISTRIBUTORS • 901-396-5782 • WWW.PERFORMANCEDISTRIBUTORS.COM • \$309

New high-performance electronic distributors for Slant Six engines are now available from Performance Distributors. The Tri-Power ignition system features the Dyna Mod (HEI-style module) with higher dwell over stock modules for increased spark duration. Also included is a high-voltage Inferno coil, which allows plug gaps to be opened up to .055-inch. The coil and module combination provides a hotter spark for increased fuel burn and more engine power. All distributors are performance tuned and feature a smooth advance curve to eliminate potentially harmful detonation, while providing instant throttle response and maximum power throughout the entire rpm range.





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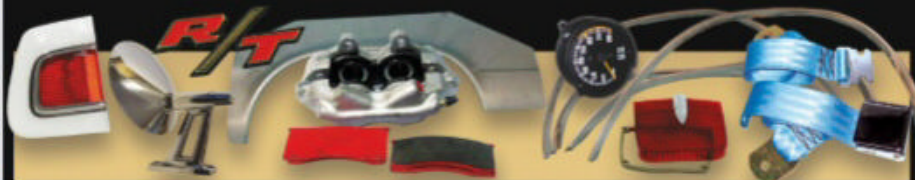


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One and Done '58 Pontiac



It's
never been
trailed.
It's my only
collector
car.
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done.

Jim Vertolli has been captivated by the same Pontiac for nearly 60 years! Ever since he first laid eyes on a Deauville Blue and Patina Ivory '58 Star Chief Catalina two-door hard-top coupe in 1961, he wanted THAT car. Jim caught a glimpse of the car in 1961 when the owner came into his family's Pontiac dealership in Vineland, New Jersey, to trade in the Star Chief. The customer bought the car at D'Ambro Pontiac, which was the Pontiac dealer in Vineland before Jim's dad took over in 1960. Jim vividly remembers the two-tone green and white 1961 Bonneville the man bought to replace the Star Chief. In turn, the 1958 was sold to Tony and Sarah Scalfio, who, like the prior owner, took meticulous care of the car; they even took it to New Hampshire on their honeymoon.

The Scalfios came back to Vertolli Pontiac in 1965 to trade in the Star Chief on a blue 1964 Grand Prix. Young Jim was cutting the grass that day at the dealership, which — along with filling up the soda machines — was his job. "The car was as pretty as it is today," Jim says. "The guy was a fanatic — the kind of guy that waxes his lawn mower! I knew it wouldn't be around long when I saw that beauty sitting in front of the showroom." By then, Jim was 17, and admittedly, not the best student. "No car until your grades improve," his dad had said, but Jim persisted and got the courage to approach his dad one more time. He promised to buckle down, bring up his grades, and pay off the \$750 price

tag. His dad acquiesced and said, "I'm gonna give you four months to bring your grades up and you're gonna work evenings to pay off the car." It took him three years with his part-time job at Two Guys department store, and the title was his!

"I got the car, and it really turned me around," Jim says. "I tell people it saved me. Not only did I bring my grades up, I graduated high school and I went on to technical school, then college." Jim became a machinist first class, he adds, "Just like my high school teachers I admired so much in 11th and 12th grade. I went to Glassboro State College for nine years at night to get my student teaching degree," says Jim. During those years, the car had a check-board grille, Cragars, a stereo system, and GTO exhaust splitters.

The story nearly ended close to 50 years ago. "One night in 1972, I came out at 10 o'clock from my classes and my '58 was gone!" Jim recounts. "I called the police, and they found it a couple of hours later in the next town over. The police came up on the car and four kids ran away; the fifth kid was caught in the trunk of my car! In the end, he ratted out the others and they were all caught. The engine was so hot, they just beat the hell out of it and it just seized up tight. The worst thing: There was a can of gas about 10 feet from the car. The police told me these kids burned up two cars the week before. My Pontiac was likely just minutes from the same fate."

Despite the damage, and once the car cooled

down, he was able to drive home at around 2 a.m., and, as Jim says, “I put her back together.” He jokingly adds, “My friends called me ‘Grandpa’ because of my old Pontiac. When those five kids stole my car, the parking lot was full of GTOs and Camaros and the like. But they picked my car!”

In 1992, the lower rear quarters and other body panels were replaced with parts from Arizona. The doors and all but the front end were repainted, too. The paintwork lasted nearly 20 years, but as Jim’s 60th birthday approached, he thought it was time to get serious about the car.

So, in 2008, the restoration of the Pontiac Tempest 370-cu.in. V-8 began. With 170,000 miles on the original engine, it was time. Though stock appearing, the motor was given upgrades and internal mods, the transmission was rebuilt, the undercarriage was addressed, and chassis parts were powder coated. The bodywork was also finished, the car repainted, the chrome redone, the stainless polished, and the interior renewed. By the spring of 2013, the work was completed.

Jim has named the car “Ellie” after his mother Eleanor and granddaughter Ellie — whose father, Jimmy, will inherit the car one day. “He was just a kid at the time, but he helped with the rebuild, and since then, has contributed much to the restoration and maintenance of the

car,” Jim says of his son. More recently, the steering wheel has been recast and the Pontiac fitted with an original ‘58 Tri-Power set up — it was originally a four-barrel car. Jim has also added disc brakes with stainless steel brake lines. “I drive the car. I’ve put 25,000 miles on it in the last six years.” It was an 800-mile round trip from his home to the Hemmings Concours two years ago when Jim showed the car. And he says proudly, “It’s never been trailered. It’s my only collector car. One and done.” Jim happily remains in touch with the Scalfos and points out, “They have been out in the car twice.”

Two months after the Hemmings Concours, Jim was headed to a cruise-in not far from home. He was struck by another car, damaging the left front fender, the grille, a wheel cover, and some side trim. Talk about luck, a friend found NOS front fenders in Ohio! Jim later discovered the grille was cracked. The same Ohio car guy had a NOS grille, too! The cops pulled out the front fender so Jim could drive and, on the way home, two deer ran out in front of him! One might begin to think, the car has nine lives.

One more thing Jim said, “When I read your column in *Hemmings Muscle Machines*, I thought I should call you to do a story on my car. Somehow, YOU called ME.” There’s something magical about Jim Vertolli’s ‘58 Star Chief. You just can’t make this stuff up! ■



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RESTO

1970 **DODGE** **CHALLENGER R/T**

THE HUNT FOR A RARE SIX PACK MOPAR TAKES A TURN

WORDS AND PHOTOGRAPHY BY BARRY KLUCZYK • RESTORATION PHOTOGRAPHY BY ANDY KABAROWSKI





The Challenger R/T as found in a Florida barn in late 2000. The original-yet-rusted A12 Super Bee Andy Kabarowski came to view in the first place is seen behind it. The Challenger's black paint was not the original color.



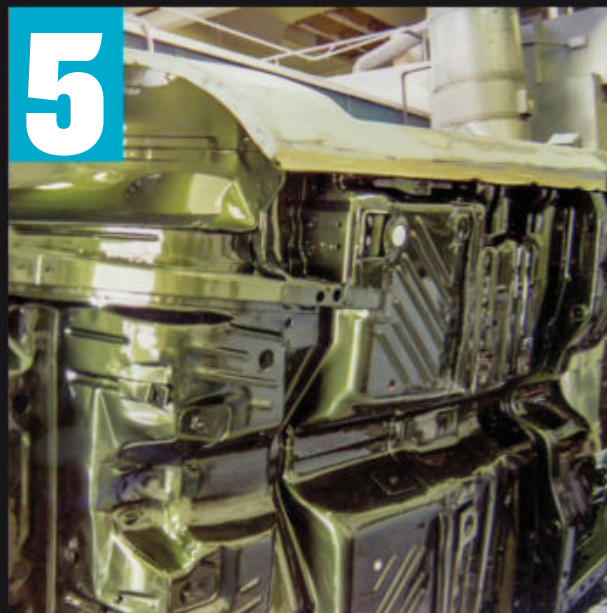
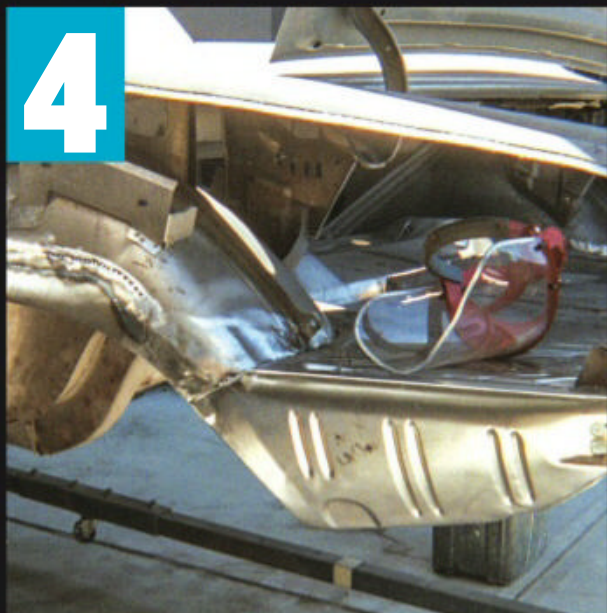
THERE'S A QUOTE ABOUT BEST-LAID plans that essentially means a simple twist of fate will drop your carefully constructed agenda right out of the cargo hold, while you're flying at 30,000 feet and nibbling on a bag of airline pretzels.

Metaphorically speaking, Andy Kabarowski had his pretzels and his luggage stowed securely in the overhead all the way to south Florida in late 2000, on his way to inspect a 1969½ Dodge A12 Super Bee. For those who don't speak fluent Mopar, that would be the track-intended, half-year release of the model that introduced the 440 Six Pack engine, in a lightweight package that also included a fiberglass lift-off hood and black, unadorned steel wheels. The package was also offered with the Super Bee's B-body cousin, the Plymouth Road Runner.

Those best-laid plans hit some serious turbulence, however, when Andy set eyes on the rare Dodge. The lift-off hood was there, all right, along with a nearly lift-off roof. Rust had permeated the pillars beyond the point of return.

"I knew the car had rust issues before I drove down to see it, but in person, the pillar rust was more than I was prepared to take on for a project," Andy said. "I knew whatever car I would end up with would get a full restoration, but replacing a roof was beyond what I wanted."

Undeterred, the seller — who had a barn full of vintage Mopars — wasn't about to let Andy make the more-than-1,300-mile trip home empty-trailer, and quickly showed him the black 1970 Challenger R/T sitting right next to the cancer-stricken Super Bee. It, too, needed a full resto, but the sheetmetal hadn't suffered nearly so much oxidation — and it was also a numbers-matching 440 Six Pack car. Better still, it was factory-equipped from Hamtramck with the A34-code Super Track Pak, which included a four-speed gearbox linked to the beefy Dana 60 rear axle, fitted with Chrysler's Sure-Grip limited-slip differential and a 4.10:1 ring and pinion. The package also included a dual-breaker distributor, a big, 26-inch radiator, a seven-blade fan, and power front disc brakes.



A similar package was available with a 3.54 gear, but that was considered “only” a Track Pak. Stepping up to the 4.10s drove it into “Super” territory. And if you didn’t opt for a manual gearbox at all, there were similar Performance Axle Packages offered with the 727 TorqueFlite automatic.

Not one to be quickly swayed from B-body to E-body, Andy took three full days down in Florida to mull over the decision, presumably while sipping daquiris in West Palm Beach. Regardless of whether they influenced his decision, he agreed on the Challenger, but it would be a few more weeks before Andy returned to load it up and haul it back to the summer migratory home of many a gray-haired Florida snowbird: Michigan.

“The more I got into it, the more I really enjoyed the Challenger,” he says. “It’s such an iconic muscle car and it looks great from every angle.”

The car showed 64,000 miles and the seller had owned it since 1988. It had a New York backstory — and one that Andy assumes involved more than one or two hole-shots on the street.

“The metal on the rear corner of the floorpan, under the driver’s seat, was torn, and the pinion snubber on the rear suspension had also ripped the floorboard,” he says. “It seems pretty clear somebody was probably running slicks to get enough bite to torque the chassis like that.”



1. Disassembly took place at Andy's Michigan home. He stripped down the entire car himself, but never found the coveted broadcast sheet. Fortunately, all the numbers matched, from stem to stern. And, although it wasn't wearing a vinyl top, it was originally equipped with one.

2. Rust is a fact of life for E-body Mopars and this one wasn't nearly as bad as some, but it affected the valance beneath the rear window. This wasn't surprising, because the area was originally covered by the vinyl roof and was a notorious moisture trap.

3. After disassembly, the shell was media blasted in preparation for bodywork. The job revealed more rust around the edge of the quarter panels and inside the wheelhouses. The left-side quarter panel revealed holes from previous dent repair, which ultimately accelerated the later corrosion on that panel.

4. E-body replacement panels were readily available in the early 2000s and this car got treated to new quarters, trunk extensions, a trunk floor, and the previously mentioned valance under the rear window, which is also known as the Dutchman panel.

5. Andy deviated from the factory method and finish by having the entire bottom of the car painted. At the Hamtramck plant, the only paint to reach the bottom of the car was overspray from painting the rockers. Besides simply looking more finished, the paint provides added corrosion protection.

6. It was difficult to determine whether the 440 Six Pack engine had ever been removed, but it was the original. Edelbrock supplied the factory aluminum intake manifolds in 1969 B-bodies and those used in early-build 1970 models. Chrysler later went to a cast-iron manifold as much for cost as Edelbrock's comparatively small production capacity. Andy's car has the aluminum intake.

7. Back in Andy's home garage, assembly commenced on the freshly painted body. The F8 Dark Green Metallic was sprayed with a basecoat/clearcoat system, using gold pearl to liven it up just a little. When it came to assembly, five sets of used taillamps were purchased to get the best-looking lenses of the bunch. They were then polished prior to installation.

8. Andy restored the faux wood steering wheel himself. Fortunately, it wasn't cracked, and required only sanding before it was painted and cleared. And because the floor would be hidden by the carpet, a layer of Dynamat sound deadening material was laid on shortly after this photo was taken. This greatly reduced road noise.

9. The restored engine was installed on the front suspension K-member prior to reattachment to the unitized chassis. With the body on elevated casters, it was simply lowered over the K-member and bolted on. The job didn't even require a lift—just a couple of guys weighing down the rear of the car to lift the nose over the engine.

10. Tuning the Holley 2300 carburetors was one of the toughest parts of the project. The challenge lies in the fact the outboard carbs don't have accelerator pumps or replaceable jets. If the tuning isn't spot-on, the engine will stumble if the outboards come in too quickly. On the flip side, they'll rob performance if they come in just a little too late.

11. The bottom of the car is as clean and detailed as the top. Details include a fuel tank and leaf springs that were left unpainted, per the factory, but shot with clear to prevent oxidation. Factory tags and markings were also reproduced on the axle and shocks, while the exhaust system, from the flow tubes to the resonators, is a faithful reproduction of the original.

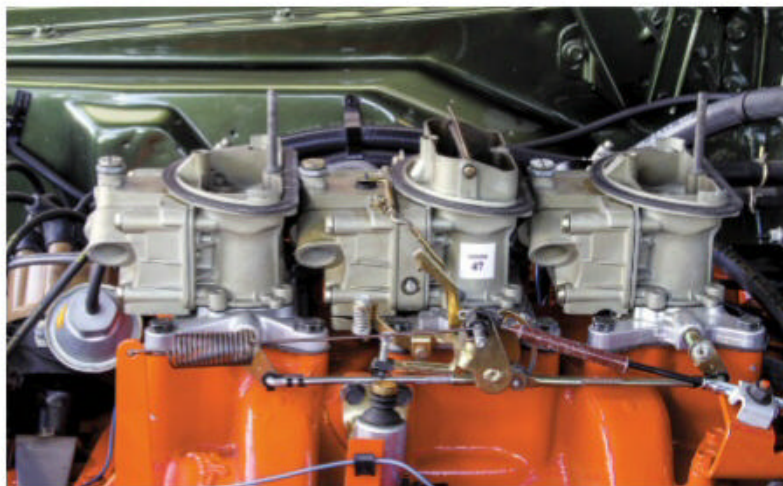
Despite the apparent racing history, nothing had been obviously altered or irreversibly modified. Even the original AM/FM radio and its three-speaker sound system were in place, along with the Pistol-Grip shifter and center console. There was also a non-original interior hood release that had clearly been added years earlier and likely at a dealership, because the entire setup was done with Mopar parts for a 1973 or '74 Challenger.

Andy began the car's teardown in early 2001, although he never found the original broadcast sheet. His plan was to disassemble it himself, send the body out to be smoothed and painted, then reassemble it at home. It would need a

OWNER'S VIEW



When I was 18, all the older guys in the shop I worked at drove the latest muscle cars. The cars were amazing, especially the way they sounded. With a little help from my father, I bought a left-over 1969 Road Runner in early 1970. I loved that car. When I went searching for another car all those years later, I really wanted an A12 Road Runner, but the closest I could find at the time was the A12 Super Bee in Florida. And as it turned out, I came home with the Challenger, and have no regrets. It's a great car that reflects the work and energy of some good friends who helped me. I wouldn't change a thing." —Andy Kabarowski



The 440 Six Pack delivered about 90 percent of a Street Hemi's power, at roughly half the price. The center Holley carb did most of the work, while the vacuum-secondary outboard carbs kicked in under wide open throttle.

color change back to its original F8 Dark Green Metallic.

The Challenger would also require more bodywork than anticipated, as both rear quarter panels, the valance between the rear window and trunk lid, the trunk floor, and its related extension pieces would all have to be replaced. Work progressed relatively quickly at first, but life intervened and, again, those best-laid plans skidded into the weeds. It would be eight more years before the car would see the light of day under its own power.

When it finally came time to paint the car, Andy insisted on a little personalization. The original-color Dark Green Metallic was mixed with a bit of gold pearl and a smidge of green pearl. It was a subtle yet effective way of bringing the color more to life in the sun.

"I liked the F8 Dark Green color, but I wanted it to 'pop' a little more," he says. "The gold pearl really helps that. It looks totally original but lights up better and shows off the body's highlights better when the sunlight hits it just right."

Likewise, a little twist on the original specs was added during the engine's rebuild. It received the obligatory 0.030-inch overbore but was complemented with an ever-so-slightly hotter camshaft to perk up the big-block. Everything else, from the heavy-duty "Six Pack" connecting rods and

dual-points distributor, to the triple Holley 2300 two-barrel carbs mounted on the original Edelbrock aluminum intake manifold (a cheaper, in-house cast-iron intake came later in 1970) was box-stock.

On an engine dyno and wearing headers, the refreshed RB engine made an impressive 494 horsepower and 530 lb-ft of torque. With the original cast-iron exhaust manifolds, the engine still produced a stout 440 horses, proving there was undeniable merit to those "day two" mods that included swapping to headers.

Despite the strong performance, the carburetors gave Andy fits. "Unlike the Ford and GM tri-carb setups, which run an idle circuit only for the center carb, the Six Pack runs it on all three carburetors," he says. "That made it very difficult to tune correctly, so that the engine wouldn't bog when you took off. It was a big learning curve that I got lots of advice on; I had to learn more than I wanted about accelerator pumps, jets, and the like. But it runs great now, and the performance is fantastic."

As planned, the restoration wrapped up at Andy's home garage... even if it was an entirely new home and garage from the ones he'd been in when the project began. He kept the retro-fit interior hood release, too.



"I like the peace of mind with it," he says. "I can park it overnight at a show and not worry about somebody walking up and opening the hood. You can't see it from the outside, anyway, and it was done with all Mopar parts, so I'm totally fine with this one, non-original component on the car."

And while there are always bugs to sort out in the complete rebuilding of a car, Andy's moment came the first time he decided to let all six barrels loose on a hole shot. The revs came up, the clutch went out, and the repro Polyglas tires bit hard into the pavement. So much so, the axle wrapped up and opened the leaf springs, a pair of which clamped on to the lower valance, beneath the rear bumper. Andy didn't even notice at first, until his body man pointed it out. The springs had tugged down the valance a bit, but it was quickly corrected.

"It was the weirdest thing," he says. "I initially thought I'd reassembled the rear suspension incorrectly, so I jumped on one of the Mopar forums to ask about it, and it turns out my experience was far from unique. Others had encountered the same thing."

Let that be a warning to other E-body jockeys out there: The sheetmetal you save may be your own.

Almost a decade since completion and nearly 20 years since



The '70 Challenger's long, lean look isn't a visual illusion: The wheelbase is 3 inches longer and the overall length is about 5 inches longer than its E-body cousin, the Plymouth 'Cuda. Pistol-Grip shifter emerges from the optional console.

the restoration journey began, the Challenger looks paint-booth fresh and has racked up its fair share of accolades. Andy exercises it regularly in Michigan's warmer months and doesn't shy from driving it long distances, although he admits the 4.10 axle and no overdrive preclude it from freeway duty.

He may not have ended up with the car he was originally seeking, but Andy's Challenger R/T scratched his Six Pack itch and formed an unbreakable bond—the experience any of us could hope for with our restorations. ■

HOT T-BIRD, COOL A/C

Q: I have a 1987 Ford Thunderbird with the turbo 2.3-liter four-cylinder engine. Last summer, the performance of its air conditioning progressively diminished. It was never converted to R134A. At the end of the season, I had the O-rings on the condenser, compressor, evaporator, and drier replaced. I also replaced the Schrader valve cores.

I pulled vacuum on the system and it held at 30 inches of mercury (inHg) for over 40 minutes. There's a shop that can refill the car with R-12, however, I am waiting for the spring to do the recharge.

The compressor is a radial (pancake) design. I am at the crossroads as to whether I should convert to R134A (presuming a rotary compressor can be retrofitted) or to recheck the system in the spring and recharge with R-12. I am aware of the moral issues of using R-12, but R134A is no environmental angel either.

My goal is to keep the car in its original condition and I would prefer to avoid an exuberantly expensive conversion. I would hope to find a shop that can do professional comprehensive automotive A/C service on older cars. Thank you.

John D.
Via email

A: *If it were my car and I had access to R-12, I would keep it all-original and as-designed. It is a collector car and the entire system was designed around that refrigerant and the oil used with it. I know that many people do R134A conversions, with a varied amount of success, but why go through all of that if you have access to the as-built refrigerant? I would suggest that you replace the (accumulator) drier since the desiccant in it is 33 years old and the bag may have ruptured; even if it did not, its ability to absorb moisture has been spent.*

Most automotive A/C systems fail due to the refrigerant mixing with moisture and creating acid. This attacks everything in the system and if the desiccant bag ruptures, the material, which is abrasive with large particles, destroys the compressor and plugs everything up.

The evacuation process (introducing vacuum after the old refrigerant is removed) boils off the moisture and removes it from the system. Water will boil at 54 degrees

Fahrenheit under 30 inHg of pressure. My other thought is to again evacuate the system after the new drier is installed, since it sat empty for months.

As an aside, if the desiccant is on the system low-pressure side, it is normally identified as an accumulator, and when on the high-pressure side, a receiver drier.

Make sure the shop checks the operating pressures, both low and high sides, along with the duct discharge temperature, and for any leaks with an electronic detector.

If all goes well the A/C should freeze you out, just the way it was intended to function!

OVERCHARGING 'VETTE

Q: Ray, I look forward to your column each month and now I have a question.

The factory battery gauge on my 1968 Corvette with a 427-cu.in. big-block reads severe overcharging, but only between 1,000-1,100 rpm. I changed the alternator and external voltage regulator with the appropriate Delco-Remy replacement parts and the same thing happened, no matter what the electrical draw was.

I know that it is not the dash gauge, because when I visit that rpm range, the voltage regulator starts making noise; external testing (directly out of the alternator) also shows the increased charging.

Any help would be greatly appreciated!

Dave
Bayville, New York

A: *I will do my best to steer you in the proper direction with the little information you provided.*

First, are you reading volts or amps? I did an internet search for an image of the instrument cluster on a 1968 'Vette and it showed an amp gauge... if the image is accurate. That does not surprise me. Back then, very few read voltage. When you stated that you did external testing at the rear of the alternator, was it with an inductive clamp to read amps, or did you measure volts? Parenthetically, whenever trying to diagnose something, you need hard data — real numbers. Otherwise you will be led astray.

Let's remove from the issue that the problem is only at the rpm stated. I know you said the overcharging is only at that speed, but what are the readings at other engine speeds? Since I do not have that

data, this is what I suggest.

Measure the crank and alternator pulley to determine the ratio, and thus the speed of the rotor, when the problem occurs. I would then pull the alternator off and bring it to be bench tested at that rotor speed, along with speeds above and below it. This way you are taking the car out of the equation. If the problem occurs on the bench, then the issue is obviously in the alternator, usually the way it is wound.

Then, I would look at the wiring to the voltage regulator for corrosion that worked beyond the terminal and into the wire itself. Also, try running a ground wire from the voltage regulator to the battery negative terminal — Corvettes, being fiberglass, are prone to crazy electrical issues from poor grounding. Another possible cause would be the battery. A weak or sulphated battery will cause over charging.

It is my opinion that when working with something like this, forget that it only occurs at a given engine speed and just consider the condition to be happening all the time.

Please let me know what you find.

NOT SO MUSCULAR HURST/OLDS

Q: As a new reader to *HMM*, I apologize if you have already addressed this.

I have a 1984 Hurst/Olds that I ordered and walked through Fisher Body (I worked there at the time) as it was built. My "build sheet" doesn't match what was put into the vehicle, just because a lot of the people on the line knew me and put "upgrades" into the vehicle for only the price of a can of pop.

The only things that have been replaced are the usual suspects: fluids, spark plugs, tires, exhaust system, battery, and, very recently, the oxygen sensor (Pro tip here: 50/50 mix of transmission fluid and acetone dripped over a week will loosen it up, and the oxygen sensor will practically unscrew itself!).

For a muscle machine, this car is pretty much done at just over 85 mph (pushing the speedo, I know), but shouldn't even an Olds 307 be able to do better than that?

Do I need to remove a huge amount of the smog stuff that was added to this engine? (I've kept this car original, foolishly thinking that it might become a collector's item.)

I'm giving this car to my 17-year-old grandson this spring, once I take it out of winter

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storage. I'm hoping to make it a project car so we can do some bonding. Any tips on what we can do to make this car move down the road like an H/O should?

This is a convoluted letter, I know, but I hope you understand what I'm asking. And I fully realize that the 307 Olds might be a junk engine, rebuild-wise.

Thanks, Ray, for any input or advice.

John Stock

Lansing, Michigan

A: *The 307 was not a junk engine, but a rather good one — just sort of a weakling. I believe it had around 140 hp in regular Olds models and 180 in the Hurst/Olds. Performance is subjective, to some degree, so we need to remove that from the equation.*

I would document the factory crankshaft horsepower and then put the car on a chassis dyno and see what it is producing. A good rule is that a 20-percent driveline loss is normal.

Using the 180-horsepower value, then the power at the wheels should be around 144.

If the power is way down, then contact me and we can go from there. If not, enjoy the Olds that your fellow employees built for you as-is.

SURGING MUSTANG

Q: First let me say how much I enjoy your magazine. The Ask Ray section is one of the best parts.

I read with interest the letters in the December 2019 and February 2020 (just received) issues of *HMM* (#196 and #198, respectively) concerning an idle surging issue in Mustang GTs from 1986 and 1993. Here's my story.

Three years ago, I purchased a 1995 Mustang GT convertible with a manual, five-speed transmission. It was in very nice, original condition, having only about 72,000 miles at the time.

It did have one issue, though: The surging idle, which was much like the one described in the February issue. However, mine would exhibit this condition throughout all modes of operation, almost from a cold start-up, and would sometimes stall at a traffic light when the engine speed would drop to around 400 rpm or lower.

I also read several car forums, purchased shop manuals, an OBD-I scanner, and a break-out box to track down the source of this problem as it negatively impacted the

enjoyment of driving this car. At no time was the check engine light on, and no fault codes showed up when the ECM was scanned.

Over the course of 2½ years, I replaced a few of the sensors, the idle air control (IAC) valve (new Motorcraft), EGR valve, oxygen sensors, the upper intake manifold gasket, ignition module, and all the vacuum lines, among other things. Along the way, I removed and thoroughly cleaned the throttle body, although it wasn't very dirty around the butterfly. All this was to no avail, as the idle surge persisted. As the car was almost 25 years old, I didn't think that any of these updates were wasted.

I was aware of the idle air control adjuster available from Ford and LMR but, like you, Ray, I considered this a "Band-Aid" fix and rejected it, as I was sure that the car didn't operate like this in earlier days.

Also, from what I've read, on these later versions of the 5-liter HO engine, there's no way to adjust the throttle position sensor (TPS).

Then, one day late last summer, I decided to focus on the ignition system before proceeding to more expensive updates like new injectors. I checked the timing and, while at it, with the spark output (SPOUT) and distributor profile ignition pickup (PIP) sensors unplugged, I used electronic contact cleaner and liberally sprayed and cleaned these two connectors.

When I completed checking the timing, I reassembled the connectors and fired-up the engine, and the surging issue was miraculously cured.

Since then, the car has been driven about 500 miles and continues to idle fine, at around 750 rpm.

The take-away for me, and maybe others, is to make sure that all electrical connections, including grounds, are clean and tight. Hopefully, this information might help others as well. One problem remains: Accelerating through the gears, when the clutch pedal is depressed, the engine will immediately speed up 200-300 rpm before quickly dropping back.

I could probably learn to live with this issue but it's frustrating, as I know that I lift my right foot at the same time as the clutch is depressed.

I'd be very interested to have your thoughts on this problem.

Richard Pittenger

Troy, Ohio

A: *Thanks so much for sharing your success story. Yes, the modern vehicles are so interconnected that at first blush you would never think to check electrical connections like the ones that solved your problem, yet the problem lies there.*

I would still set the minimum air rate for around 650 rpm, with the IAC disconnected. And then, look at the TPS voltage again. It should be just below 1 volt but very close to 1, such as 0.97 V or so. Even though the later Ford TPS did not have an elongated slot for adjustment, you can go in there with a small file and oblong the holes to give it a little wiggle room. I have done this many times to achieve a setting that I want. A non-adjustable TPS is considered a floating or auto-zeroing unit. Just as with the difference you realized from cleaning the PIP and SPOUT connectors, you may be shocked how much difference 0.05 V can make.

When the ignition is turned on, the ECM looks at the TPS value and considers it closed throttle. That is why you need to be away from the gas pedal. I have seen instances where, due to circumstances unknown, even though the TPS is a floating value, it can mess things up.

I am suggesting this first since the throttle angle and TPS all come into play during any transient throttle operation, such as shifting gears or slowing down. It may be in the calibration, though, since manual transmission cars are very difficult to get through emissions due to the constant transition of the throttle and the rise in hydrocarbon emissions. A common but annoying strategy was to keep to engine speed up for a few seconds to burn off the hydrocarbons.

I suggest setting it all up as I instructed. Disconnect the battery ground for a few minutes (EEC-IV has a capacitor that holds a charge to keep the memory alive) and take it for a good romp and see how it is. Even though the idle speed is currently in specification, it may be relying too much or too little on the IAC (auxiliary air valve in Ford speak) to achieve it.

With a GM system it was possible to see the counts on the IAC and determine the relationship of the throttle angle to TPS, but OBD-I EEC-IV did not have that. ■

Send your troublesome tech questions to: askray@hemmings.com
or Ask Ray, P.O. Box 2000,
Bennington, VT 05201

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FORD TOPLOADER IDENTIFICATION

Q: According to a previous article, I have a true Toploader — but when I need any parts, the shop always asks me the year of the transmission. I don't know that information — can you tell me how can I find out? The tag reads RUG-AI and I believe it is a close-ratio unit with 28 teeth on second gear. Can you help? I appreciate it.

Tony Allen
Via email

A: The RUG-AI Toploader transmission was from a 1967 Galaxie with a 390 V-8 engine and it is listed as a wide-ratio unit rather than a close-ratio. It should have the 1965-'73 eight-bolt wide mounting pattern to the bellhousing and the case should be numbered C5-AR-7006D. They are asking the year because the early Toploaders — from 1964 to mid-1965 — were only four-bolt units that used a different case. Some of the Toploaders were originally offered as part of a high-performance package; in those cases, an additional number will be stamped on the top of the upper mounting "ear" on the driver's side. Those numbers would be a partial VIN for the original Boss, K-code, Cobra Jet, Mach I, or Super Cobra Jet Mustang where it once lived. A complete list of Ford Toploader unit decoding, as well as possible imposters, is available on David Kee's Toploader website, www.4-speedtoploaders.com.

CARTER FOUR-BARRELS

Q: I have a 1970 Road Runner built with a 383 V-8 and a four-speed. When I bought the car, the engine had a Carter AVS 625-cfm carb on it. It ran pretty well; however, I was told the engine could handle up to 780 cfm and would run much better. I'd like your opinion on this.

Derek L DiLaura
Via email

A: The original carburetor for a 1970 Road Runner 383 would have been a Holley 4160 — the Carter AVS carburetors were only used on 340 and 440 engines that year. The 426 Hemi engines used Carter AFBs.

The stock output on a 1970 Mopar 383 was 335 hp @ 5,200 rpm. Use the engine math equation $CFM = (CID \times RPM \times VE) \div 3,456$ (VE is volumetric efficiency, which is

usually about .85 on a naturally aspirated engine). If we plug in your numbers, we get 489.832; that rounds up to a 500-cfm rating, which should indicate that this is more than enough for a stock engine. You can see that this isn't an exact calculation, and it tends to be on the conservative side — the factory carburetor on that 383 was rated for 585 cfm. Could it handle a 780? Sure. Would it run better? I doubt it. To make best use of a 780, you'd need to raise one of three variables: displacement (increase bore and/or stroke), add a performance camshaft, or increase the volumetric efficiency (add a blower, better intake manifold, better cylinder heads, etc.). With oversize carburetors on stock engines, you'll find that you can easily pass the point of diminishing returns, where shoving in more air and gas doesn't pay any dividends, except to the gas companies. We see Mopar owners using Demon, Holley, and Edelbrock 750- and 800-cfm carburetors everywhere, but if the engine is really stock, the math just doesn't add up to increased performance.

TH200-4R SWAP REVISITED

Q: Thanks again for your input on my earlier question regarding the conversion to a TH200-4R in my 1966 Buick Skylark (HMM # 198, February 2020). The TH200-4R is now mounted behind the Buick 340 V-8 engine, and the crossmember was placed 6 inches further back. The TV cable is the tricky part now, because the bracket on the carburetor is hitting the intake manifold! I have to build a new bracket for the carburetor or find an aftermarket adapter.

Also, can you tell me how the gears are located? Is the 200-4R shift pattern P-R-N-D or is it P-N-R-D? The shifter on the column cannot move as much as it used to anymore. It will move only about a quarter of the distance it had previously. My backup light is now on in the third-gear position, which I think is neutral. Am I right on this?

Allen Larsen
Via email

A: On an overdrive, the indicator would be P-R-N-OD-D-L2-L1. You should select OD for drive, the D is basically third gear and prevents you from using the overdrive gear. Original OD indicators had the "O" around the "D," with "D" next to it. The important

adjustment has to do with the "P" and the "D." Park has a detent in the column shifter that hard-locks the shift lever into park. The D is just past the neutral, and you should be able to find it by raising the rear wheels and moving the shifter around just past neutral. You should also feel another hard click when you find it. From there, you can adjust the shift linkage so that you can find both of those points easily. If the pointer doesn't quite line up with the other positions, you can file the linkage bracket to adjust, but you should feel a hard lock in park and OD if your linkage is properly adjusted.

All of that said, making the factory linkage work correctly with the overdrive transmission may prove to be challenging, and you'd probably find it easier to solve your problem by using an aftermarket column-shift linkage kit, as offered by Flaming River (p/n FR-20059) or Lokar (p/n ACA-1800). Your original rod and linkage are really too short for the longer shift pattern on the TH200-4R, and some fabrication would likely be needed to make it function correctly. Both aftermarket kits have a longer shift rod and a universal bracket for the bottom of the steering column, or on the transmission itself, that lets you install it in the position that provides the correct range of shifting. Flaming River uses a 12-position adapter on the column; Lokar uses the splined lever that replaces the original shifting lever on the transmission. Both kits allow you to locate the adapter in the proper position to allow the rod to move freely.

As for the carburetor bracket, Lokar also makes a TV cable kit that solves your bracket clearance problem. Part number KD2200U contains a new TV cable that can be trimmed to the proper length and brackets for both the carburetor and transmission ends.

When we did a similar swap on a Skylark with a 340 V-8 and a four-barrel years ago, we had the same issue with the carburetor TV linkage adapter hitting the manifold. We didn't do this, but it might help you if you find you need more clearance there: Consider using an aftermarket carb spacer, the kind intended for performance engines. We'd get a four-hole unit for that stock 340, and a 1-inch spacer would probably provide the clearance you need. Take some mea-

surements to verify that the 1-inch spacer would do the trick, and also make sure you have the hood clearance to accommodate it. Summit Racing has a large variety of spacers like this to select from.

- Lokar Performance Products
877-469-7440, www.lokar.com
- Flaming River Industries
800-648-8022, www.flamingriver.com
- Summit Racing Equipment
800-230-3030, www.summitracing.com

GM 8.5-INCH 10-BOLT AXLE

Q: I have a 1975 Hurst Oldsmobile W-25 that has an 8.5-inch, 10-bolt open rear axle assembly that I would like to convert to Positraction. I have rebuilt the 350 engine, utilizing a forged crankshaft from a 330, and it dyno tested to 420 hp. My understanding is the 10-bolt differential has 28-spline axles. The rear end tag indicates code AH, which should be 2.56 gears. The differential carrier in that particular axle assembly restricts swaps, allowing only up to 3.08 gears with or without limited-slip differentials. What would be required to convert the unit to a limited-slip (Positraction) and a steeper 3.42 gear set from an earlier 1973 Colonnade? Would it just be easier to install a PowerTrax I920LR with a gear set change? The car needs more acceleration/power and mpg help, but will not be abused or raced, and is a sunny-day-only car. Your assistance is greatly appreciated.

Jim Adams
Via hemmings.com

A: The PowerTrax Right Lock locker kit you mentioned is a great way to get the benefits of a limited-slip axle without changing your differential carrier; however, you would still be locked into using rear axle ratios of 3.08:1 or less. If you are okay with that, the Right Lock locker kit is a good option.

If you want to use the 3.42 gear set, as found in some other Colonnade-era GM A-bodies, you could opt for the PowerTrax Grip LS limited-slip carrier, which allows you to use any gear set above 2.73:1 and is available in 28- and 30-spline configurations. The Grip LS carrier uses larger bearings than the stock unit, so they would have to be changed as well, but the unit is fully rebuildable should the need arise in the future.

Another option would be to use one of the differentials offered by Eaton, including the Posi, which is a heavy-duty version of the

same clutch-type limited-slip unit originally offered in some GM cars. Eaton also makes its Truetrac, which is a gear-type limited-slip differential that offers good strength and smooth transitioning of power to the wheels. Of course, Eaton also makes the Detroit Locker, but that might be a bit more than you're looking for on a sunny-day cruiser. You can also upgrade to 30-spline axles with the Eaton units if you'd like.

- Eaton
800-328-3850, www.eaton.com
- PowerTrax
800-934-2727, www.powertrax.com

CHRYSLER DISC-BRAKE SPINDLES

Q: You posted an article several years ago regarding the compatibility of Chrysler front spindles. Can you please confirm which disc-brake rotors and spindles are compatible with a 1978 Chrysler Cordoba? Thanks.

Pete Gonis
Via email

A: The spindles for a 1978 Cordoba will interchange with many other Mopar vehicles, but rotors, not so much. Disc-brake spindles can be found from 1973-'75 Satellite and Road Runner, 1973-'76 Coronet, 1973-'78 Charger, 1975-'77 Fury, 1975-'83 Cordoba, 1976-'80 Aspen and Volare, 1979-'89 Chrysler full size, 1977 Monaco, 1977-'89 Diplomat, 1977-'81 LeBaron, 1978-'89 Plymouth full size, 1978-'79 Magnum, 1978-'81 Dodge full size, 1980-'83 Mirada, and 1981-'83 Imperial.

Cordoba rotors from December 1, 1975 to '79 also interchange, BUT, to swap into another vehicle, you may also have to swap calipers, because, like the other models listed in the interchange, both a pin-type and a slider-type caliper were used during the years listed. The rotors and disc brake pads are different, depending on the body style and vehicle weight. In short, the rotor will install in most sliding caliper applications (except police and taxi packages), but it would not be the correct rotor for pin-type caliper systems.

AFTERMARKET THROTTLE-BODY UPGRADES

Q: Do you know of any aftermarket throttle-body systems that will work on the Chevrolet 4.3-liter V-6 Vortec engine? I have a Sea Ray boat with two Vortec V-6

engines. The engines came with Rochester carbs and breaker-point distributors. What is available that can be used to upgrade these engines? I'm just looking to get better starting and a little better performance, without points or cleaning the carbs.

Mark Zeller
Via hemmings.com

A: You can purchase a complete dual throttle-body kit with an electronic distributor ignition system from Affordable Fuel Injection that is designed specifically for Vortec marine engines. Two systems are available, one with an oxygen sensor and one without. The system with the O₂ sensor is more expensive because an adapter is needed below the left exhaust manifold to install the O₂ sensor. The kit includes a programmable computer, manifold adapter plate, dual throttle body, wiring harness, fuel pump, and all necessary sensors, and installs atop your stock intake manifold and replaces your existing distributor.

- Affordable Fuel Injection
248-393-1621
www.affordable-fuel-injection.com

READER FEEDBACK: NARROWING LATE-MODEL CADILLAC REAR WHEEL TRACK

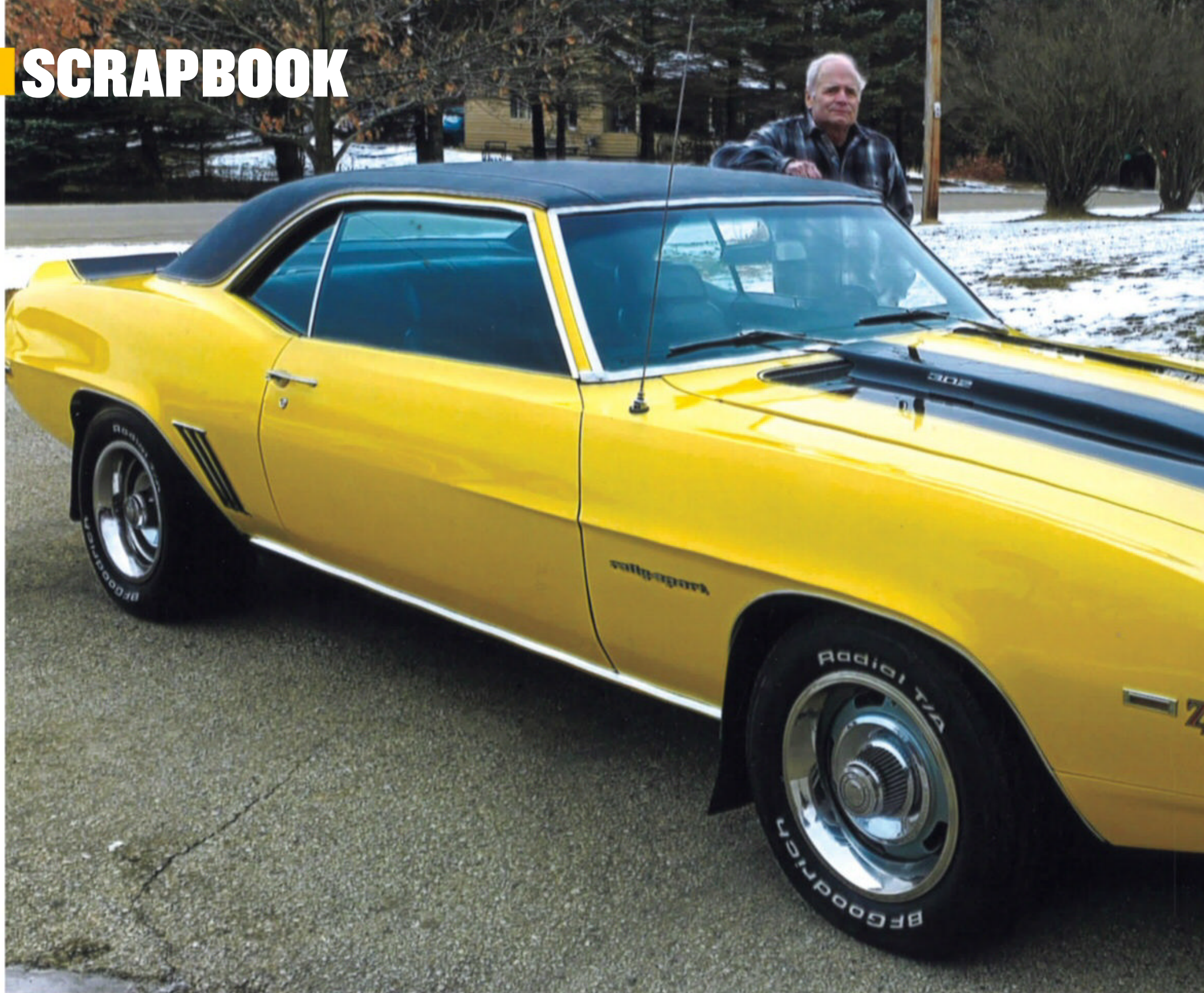
Reader Kevin Kukell submitted a question in the February 2020 issue of *HMM* (#198) regarding a narrower rear axle assembly for his '80 Cadillac. Having recently grafted a Ford Explorer 8.8-inch into my '83, I have massive amounts of information including part numbers and such to offer for his consideration.

He doesn't state what his ultimate end goal for this swap is, or his budget, but if he is competent or knows someone that is — with fabrication and welding skills — this can be done on really short money.

John Porco
Via email ■

All discussions in this column regarding repairs, conversions, parts swaps, etc. are offered as suggestions. Performing any such work should be accompanied by thorough research to verify proper parts compatibility and procedures to achieve a safe, functional result.

We welcome any and all questions related to suspension, brake, engine, differential and transmission upgrades. Email us at swapmeet@hemmings.com or submit inquiries to our Facebook page, www.facebook.com/HemmingsNews or our website where comments can be made at the bottom of dozens of previous Swap Meet articles posted there.



THIRD TIME'S A CHARM

A PROGRESSION OF CAMAROS LEADS TO A GENUINE Z/28

BY DON HENNINGER WITH TERRY McGEAN • PHOTOGRAPHY COURTESY DON HENNINGER

I'VE OWNED THREE DIFFERENT '69 Camaros over the years, the first purchased in 1979. It was maroon with a white vinyl top, a 307, and a Powerglide. I bought the second in 1983, a blue coupe with white stripes that had a 327 backed by a four-speed and a 12-bolt. Originally, this was a "granny" car, with a three-on-the-tree and drum brakes, but it was made to resemble a Z/28. Each Camaro was better than the one before, so the third time around, I

managed to land an early Z/28 RS in Daytona Yellow, with black stripes, a black vinyl top, and an Endura bumper.

A friend I grew up with in Stone Bank, Wisconsin, sold me this car. Brad Bares worked at a Chevy dealer and acquired the Z/28 in 1973, but the original 302 was already gone. He made the mistake of putting flares on it to accommodate N50 Mickey Thompsons, but he later realized the error and purchased new GM quarter panels. He sat on

them for years, because the 302 block he found got switched for a 350 when he turned it over to a not-so-honest engine builder.

That incident caused the Z/28 to sit in his parents' garage for 13 years, until he finally just lost interest. I heard he was ready to sell, so we struck a deal in June 1986. I drove the car with the 327 and Muncie setup from my old blue-and-white Camaro for three years, until about 1989. I got sick of looking at those



ridiculous flares, so I started a three-year restoration.

I knew this Camaro had been off the road from '73 until I bought it in '86, and it seemed like even before that, it hadn't been exposed to too many Wisconsin winters. The original floorpans and trunk area were in good shape. Only one little spot between a trunk brace had to have a patch, and the area around the base of the windshield, where water rests at the cowl area, had to be repaired. I installed frame connectors shortly after I bought the Camaro, as I just like a more solid car. Bodyman Steve Hart and his brother Bill applied

Daytona Yellow acrylic lacquer, with four coats of clear, back in 1991.

The car looked great with the new GM quarter panels returning the proper rear wheel arches. A new vinyl top, applied by The Trim Shop of Waukesha, finished it off. I put everything back

ABOVE: Don Henninger referred to his second '69 Camaro, purchased in 1983, as a "granny" car, dolled up with stripes and rally wheels.

BELOW: After Don bought a real '69 Z/28 with no engine or transmission in 1986, the blue Camaro donated its 327 and four-speed.





A previous owner added wheel flares to the rear of the Z/28. After a few years, Don couldn't tolerate them anymore, and started a restoration.

"double-hump" 2.02 heads, the right steel crank, and even the original rods and pistons and factory windage tray. I kept everything, but decided to go with a more updated version of the internals.

Hartford Machine handled the machine work and took the still-standard-bore block out .030-inch and polished the original crank. Race engine builder Jimmy Mack put it all together, using Keith Black domed pistons on Eagle I-beam rods. I used a mechanical flat-tap-pet camshaft that replicates the original, and the heads are fitted with stainless valves and Competition Products high-performance "street" valve springs. I'm using 1.5:1 roller rockers on 3/8-inch studs.

I also got the right Muncie transmission, with correct numbers for the car, so I would have the proper drivetrain when the new engine went back into the Z/28; it still has its factory 12-bolt with optional 4.10s. I used Hooker Headers

together and made sure the headlamp doors worked properly with new actuators, and even got the headlamp washer system functioning. The interior is standard black vinyl, but I do have a clock and low fuel warning light and, of course, the console with four gauges. This wasn't a "subframe-off" restoration, but we did what we could with a sandblaster outside, and a lot of elbow grease with grinders and wire wheels. I would love to do a full rotisserie resto someday, though I probably need to start buying lottery tickets now if that's going to happen. Still, even after 30 years, it remains a worthy show car.

Following the restoration, I still ran the 327 drivetrain until my 302 came along, which didn't happen until 22 years later. I've worked as a TIG welder at Hepfner Racing Products (HRP) for 15 years—we do metal fabrication, laser cutting, and produce a broad line of parts and components primarily for circle track racing. In 2007, the machinist at HRP, Ted Matson, told me he had the 302 I needed for my Z/28. It was an original '69 DZ-coded engine, and he'd gotten it some years before from a police officer who got tired of dealing with issues from the factory press-in rocker studs not holding a valve adjustment. Ted made a deal, the officer got a 350 for his Z/28, and Ted put the 302 in his '72 El Camino. Later, the El Camino was stolen, and though Ted got it back, he was done with it—he pulled the 302 and set it aside.

Years later, he decided that since I had a real '69 Z/28, I should have that 302. I do all his welding, so we made a deal. This is a correct four-bolt main DZ block and it came with correct p/n 3927186



Fortunately, the Z/28 came with GM quarter panels, which were installed during Don's circa-1990 restoration; fresh paint followed in 1991.



More than 20 years after the restoration, Don finally procured a proper DZ 302 engine, had it rebuilt, and installed it with a correct four-speed.

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31ST MUSCLEPALOOZA

SUNDAY MAY 24TH, 2020

WEST LEBANON, NEW YORK
GATES OPEN AT 7:30 A.M.

1/4 Mile Drag Racing

Bracket Racing Time Trials: 9:30 a.m.

Eliminations: 1:00 p.m. — Trophies awarded.

Muscle Car Show

Hemmings Judges' Choice

Registration closes: 12:00 noon — Judging: 1:00 p.m.

All-American Cars

Event is open to all domestic muscle cars in sound, working order.

Entry Fees & Admission

Car Show: \$15.00

Racing & Car Show (1 car/driver): \$40.00

Racing Entry Fee: \$35.00

Spectators: \$12.00 for adult, \$5 for 5-10 year olds

REGISTRATION & INFORMATION

www.hemmings.com/musclepalooza

800-227-4373

RAIN DATE: 5/25/2020

Special Feature: F.A.S.T. SHOOTOUT

(Open to qualifying candidates) A real crowd favorite! Stock-appearing, tweaked and tuned muscle cars run head-to-head dragstrip shootouts pulling into the 10s!

Trophies Awarded

1st Place & 2nd Place awards for:

Chevrolet, Ford, Late Model Ford, Buick, Pontiac, Oldsmobile, Late Model GM, Plymouth, Dodge, Late Model Mopar, AMC, and Modified Muscle, plus Best Engine, Best Paint, and Best in Show.

Plus your chance to have your car appear in Hemmings Motor News or Hemmings Muscle Machines.

leading to an all stainless steel exhaust system with an X-pipe and Flowmaster 40-series mufflers. I put an anti-roll bar in the rear and a bigger one in the front.

The rebuilt 302 runs really nice, but you definitely have to wind it higher to get the power — I could notice the reduction in torque from what the 327 offered. I'm told I could run it up to 8,000 rpm, but I don't push it past 6,500.

Remember that I said this is an early '69 Z/28? That means — even though it was a Norwood build — there's no X code on the trim tag, as in X33 or X77, both of which denote a Z/28. That makes it harder to show that this car was originally built as a Z/28. At one point when I was taking things apart, I found a student ID card, down under the console between the carpet and the driveshaft tunnel. It was from the University of Wisconsin, Waukesha. For



Don doesn't have the only '69 Z/28 RS on the block — here, his Daytona Yellow example poses with neighbor Tony Wagner's Le Mans Blue Z/28.

over 20 years I didn't think much of it, until a coworker said he could probably find the "M. Ferguson" it had belonged to. We did just that on Google.

Once I made contact, the first thing Michael Ferguson asked me was, "Does

it still have the 302?" He confirmed that it was a Z/28 and went on to tell me that car wasn't on the lot at Holz Chevrolet in Milwaukee — it was on the showroom floor. It was a highly optioned Z/28 from new, and he had to convince his father to cosign for the loan. I think he drag raced it a little, and probably didn't own it for more than two years, but I was glad to make contact and get the background on the car's original status.

My wife Sandy and I used to go to car shows in the '90s, but after more than 30 awards and all the effort it takes to compete, we've backed off, and now enjoy it for what it was made for: driving! The Camaro covers an average of 350-400 miles a season and now has 58,000 miles total. We love it, and although it's 50 years old, do you think we would trade it for a brand-new Camaro? No way! ■



After the restoration, Don began to enter his car in shows and took quite a lot of hardware in the process (above). Daytona Yellow Camaros congregate in Oconomowoc, Wisconsin.



2020 GREAT RACE ROUTE

SATURDAY, JUNE 20

START: Alamo Plaza (Alamo front), San Antonio, TX - 8 a.m. to noon
LUNCH: Courthouse Square, downtown San Marcos, TX - noon
OVERNIGHT: Santa Fe Plaza, Temple, TX - 4:30 p.m.

SUNDAY, JUNE 21

LUNCH: Historic Courthouse Square, Granbury, TX - noon
OVERNIGHT: Main Street, downtown Ardmore, OK - 5 p.m.

MONDAY, JUNE 22

LUNCH: Heart of Route 66 Auto Museum, Sapulpa, OK - 12:15 p.m.
OVERNIGHT: Main Street, downtown Joplin, MO - 5:00 p.m.

TUESDAY, JUNE 23

LUNCH: Benton Square on East 5th Street, Rolla, MO - 11:45 a.m.
OVERNIGHT: Main Street, downtown Cape Girardeau, MO - 5:15 p.m.

WEDNESDAY, JUNE 24

LUNCH: Broadway and Water Street, downtown Paducah, KY - noon
OVERNIGHT: Veterans Blvd., downtown Owensboro, KY - 5 p.m.

THURSDAY, JUNE 25

LUNCH: Elizabethtown Sports Park, Elizabethtown, KY - noon
OVERNIGHT: Griffin Gate Marriott, Lexington, KY - 5 p.m.

FRIDAY, JUNE 26

LUNCH: Heritage Station, 11th Street, downtown Huntington, WV - 11:40 a.m.
OVERNIGHT: Word Park, Neville Street, downtown Beckley, WV - 5:30 p.m.

SATURDAY, JUNE 27

LUNCH: Main Street, downtown Galax, VA - 11:15 a.m.
OVERNIGHT: Main Street, downtown Mooresville, NC - 5 p.m.

SUNDAY, JUNE 28

FINISH: Hyatt Regency, Main Street, downtown Greenville, SC - 1 p.m.

800-989-7223 or JEFF@GREATRACE.COM



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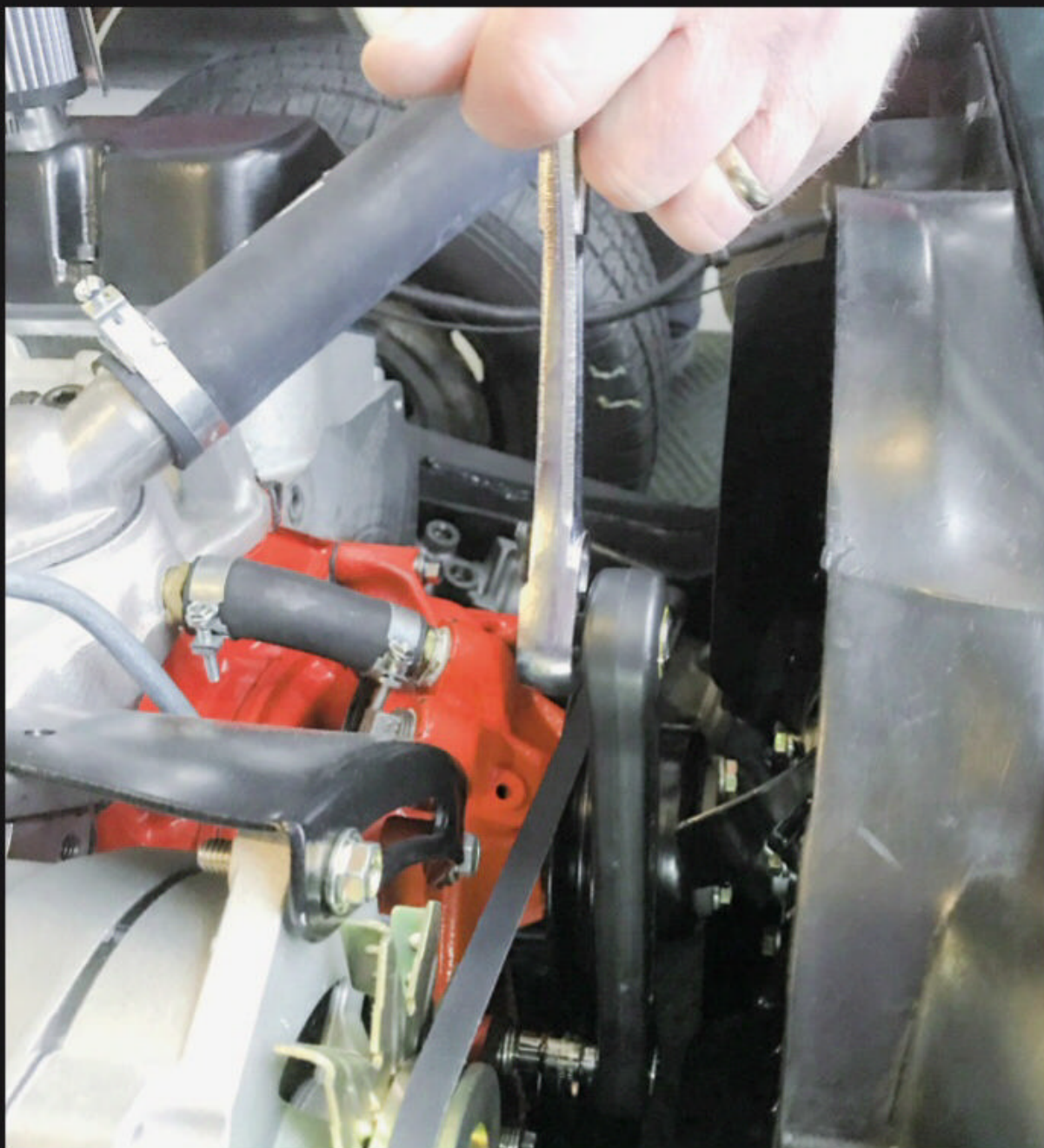
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PRODUCT TEST: TITE-REACH EXTENSION WRENCH

TR TOOLS LLC, 866-721-9399, WWW.TITE-REACH.COM, \$27.50 (3/8-INCH DIY MODEL)

We'd been seeing people use this odd, bone-shaped tool in some on-line how-to automotive videos and thought it looked interesting, so we ordered one. It's called the Tite-Reach Extension Wrench, and it is designed to help remove and install fasteners that are difficult to get to. Each end has a socket for a ratchet drive, and an internal chain drive links the two with a 1:1 direct ratio; turn one end with your ratchet and the other end, with a socket installed, turns the fastener.

We'd have dismissed it as a cheap gimmick item, but the people using Extension Wrenches seemed to actually like them. It did look like something that would have come in

handy countless times in the past, so we ordered a 3/8-inch drive unit. (Tite-Reach also manufactures versions in 1/4-inch drive and 1/2-inch drive.) Turns out, there are two versions of the 3/8 drive Extension Wrench: The Do-It-Yourself model that we got, and a more expensive Professional version. The DIY model is 8 inches from center to center and uses a drive housed in ultrasonically welded ABS plastic, while the Professional is 10 inches long and has a die-cast aluminum body. The Professional is also rated for 125 ft-lb of torque, and you can use an impact driver with it. The DIY is only rated for 30 ft-lb and can't be used with an impact driver.

So, maybe we should have ponied



up for the more expensive model, but the purpose of the DIY was to be inexpensive, and it did give us the opportunity to determine if it is worthy of a space in the toolbox. We found a couple different fasteners that weren't all that easy to access and put a typical 6-inch-long ratchet drive on one end of the Extension Wrench. It can feel awkward at first—almost a little ridiculous—and yet, with a little torque, the fasteners loosened right up without the tool trying to twist or to pull itself out of place. Clearance at the fastener is the same as it would be if you could put the ratchet right where it needs to be, but this tool is designed for situations where normal access isn't an option.

For the minimal investment, the DIY version of this tool makes it easy to own, and we suspect that a task will come up before long where it just might prove invaluable. Some online reviews we found from pro mechanics pointed out specific jobs that the Extension Wrench had simplified, and the ratings were quite favorable. It's likely that once we find our own tricky tasks made easy by this tool, we'll be inspired to step up to the Professional model.



KARL LUDVIGSEN'S FAST FRIENDS

DELIUS KLASING • WWW.AMAZON.COM • \$21 (PAPERBACK); \$17.99 (KINDLE E-BOOK)

There's no aspect of the 20th-century automotive world that Karl Ludvigsen has not touched. From his 1950s work with General Motors styling to his 1960s editorship of *Car and Driver* magazine, 1970s vice presidency of Ford of Europe, and the authoring of thousands of books and articles from the 1980s through today, Ludvigsen has been there and done that. His epic career has introduced him to the most important figures in the industry, and this respected storyteller has brought many of those fascinating people together in his new book (ISBN 9783667114570), subtitled *Stars and Heroes in the World of Cars*. Through its 192 pages, readers will come to know prominent auto executives (Robert Lutz, Ferry Porsche), designers (Larry Shinoda, Giorgetto Giugiaro), engineers (John DeLorean), racers (Phil Hill, Mario Andretti), and more. Part biography and part personal memoir, each chapter is engagingly written and brings its subject to life in a relatable way. It's a book that every serious car enthusiast will want to savor.

CHEVROLET MOTOR DIVISION T-SHIRT

CLASSIC INDUSTRIES • 800-854-1280 • WWW.CLASSICINDUSTRIES.COM • \$19.99-\$22.99

The vaunted marque of Chevrolet was founded in 1911, and over the past 109 years, this General Motors division has created some of America's favorite cars and trucks. Chevy fans can wear their hearts on their sleeves with this premium-quality athletic-fit T-shirt (item PN130) from Classic Industries. It's made with a durable, comfortable blend of 65-percent polyester/35-percent ring-spun cotton in a handsome heather royal blue color, and features a stylish, vintage-inspired design that celebrates this venerable Detroit institution. The shirt is available in adult sizes Medium through XXXL, and is sure to become a staple in your warm-weather wardrobe.



1976 FORD MUSTANG II STALLION

GREENLIGHT COLLECTIBLES • 888-242-4227 • WWW.DIECASTMODELSWHOLESALE.COM • \$49.99

Excitement had been in short supply in Ford's pony car corral since the Mustang II debuted for 1974, but the bicentennial year brought newfound spunk to this best-selling model in the form of the Stallion. This premium trim option, available on both hardtop coupe and 2+2 liftgate bodies, utilized distinctive blackout trim and lower bodywork, fresh sport wheels, and bold fender emblems. The sportiest Mustang II Stallion was the 2+2 fitted with the 302-cu.in. V-8 and Rallye Package, and that's what Greenlight Collectibles modeled in this officially licensed 1:18 diecast (item GL12889). It offers an appealing level of detail inside and out, with accurate decals in the engine bay, a flock-carpeted trunk under the opening hatch, and legible instrumentation in the dash. The sprung wheels with raised white-letter tires complement the lifelike undercarriage, and pleasant details, like pegs giving the effect of pivoting quarter windows and a separate casting for the gas cap, speak to the care that went into its design. Mustang II fans will really appreciate this large-scale tribute to their Seventies steed.



PERFORMANCE TRANSMISSION

GEARSTAR • 330-434-5216 • WWW.GEARSTAR.COM

\$5,495 (TRANSMISSION AND CONVERTER)

The 200-4R Pro Series transmission and converter package is said to be the most compact overdrive transmission available and is rated up to 800 horsepower. The input shaft, forward drum and shaft assembly, ring gear, overdrive planetary set, and output shaft are all made from 300M billet steel. All other parts are rollerized, stress relieved, and heat treated. The package includes a custom stalled 258-mm YANK Performance multi-disc 300M billet converter with speed actuated lock-up system. These non-electronic overdrive transmissions are custom built and dyno tested before being shipped and backed with a 36-month warranty.



HANDLE BARS

HELLWIG SUSPENSION PRODUCTS • 800-435-5944 • WWW.HELLWIGPRODUCTS.COM • \$268.36

Tubular rear anti-sway bars are now available for the 2016-'18 Chevrolet Camaro SS. Each bar measures 1½ inches and will tighten up body roll so you benefit with improved handling and control. The adjustable-rate anti-sway bar should aid traction for your Camaro SS, as well as allowing faster cornering. Note that this application only fit SS models. For installation instructions and more information, search for p/n 55819.



TRIM RINGS

KNS ACCESSORIES • 800-325-0578 • WWW.KNSACC.COM • \$77.99/EACH

New period-correct 14 x 6-inch trim rings are now available for the 1967-'69 General Motors rally wheels. These are a great option if you don't want to spend the time looking for originals, which will likely have some damage or wear, along with a hefty price tag. Each new ring is made from high-quality stainless steel and comes with four original-style factory mounting clips that hold onto the outer lip of the wheel. The new rings (p/n KC6060) are designed to look as the originals did off the assembly line and will go nicely with your Camaro, Chevelle, El Camino, or Nova.



CRIMP AND HOSE KIT

OLD AIR PRODUCTS • 817-531-2665 • WWW.OLDAIRPRODUCTS.COM • \$215

If you are in need of fittings and hoses, this kit may be just what you're looking for. This Simple-Crimp Fitting and Hose Kit (p/n 51-1042) features eight fittings and three hoses with various clips and hardware to take care of a variety of different projects. Among the fittings included are three #6 90-degree pieces, one #6 straight, one #8 90-degree with service port, one #8 90-degree, one #10 90-degree with service port, and one #10 straight. Hoses for #6, #8, and #10 are included and measure at 66 inches for #6 and #8 with a 60-inch hose for the #10. It's recommended to install these items with Simple-Crimp install pliers (p/n 97-1357, \$78), which are also available from Old Air Products.



*Prices shown are presumed accurate at the time of printing; please confirm with seller prior to purchase.



TOOL TRAY TIME

GRYPMAT • INFO@GRYPMAT.COM • WWW.GRYPMAT.COM • \$119.99/TRIO PACK

The Grypmat is designed to stay in place without sliding or falling, no matter what surface you place it on. Available in three sizes, Grypmat is versatile enough to allow you easy access to your tools whenever you need them. The chemical-resistant material is bendable and foldable, yet durable enough to return to its original shape afterward. The non-magnetic and anti-static mat will not damage your project's metal or paint; it's also convenient for holding electronic testing devices. Available sizes include small (6 x 12 inches with six compartments), medium (8 x 12 inches with three compartments), and the Trio Pack (p/n RFGM-TP3), which includes the largest tray (12 x 22 inches) with the medium and small.

SMOOTH SHIFTING

MPT INDUSTRIES • 973-989-9220 • WWW.MPTINDUSTRIES.COM • \$17.95/QUART

This manual transmission lubricant is a true synthetic high-performance gear oil, formulated with polyol ester base stocks for the most demanding driving conditions. It is safe for use with all types of synchronizers and is recommended for use in GL-1, GL-2, and GL-4 applications where a 75W or 80W oil are required. It is not recommended for rear differentials that require GL-5 gear oil or hypoid gears. This lubricant will provide smoother shifting in all temperatures with the proper coefficient of friction and reduces operating temperature in high performance applications. Price is for a single quart, with discounts available at larger quantities.



FRONT CLIPS

ART MORRISON ENTERPRISES • 800-929-7188

WWW.ARTMORRISON.COM • \$8,430 COMPLETE, WITHOUT BRAKES

This GT Sport front subframe assembly is a complete bolt-in solution for first- and second-generation Camaros and Firebirds, as well as 1968-'74 Novas and other X-body models. Each was designed with 3D laser scanning, CAD technology, and Finite Element Analysis. The GT Sport front clip is designed to fit perfectly and improve handling by lowering vehicle ride height by 1¼ inches, delivering a better stance, too. In addition, the new subframe assembly is lighter than the original to further enhance handling and performance. Each suspension has C6 Corvette knuckles, tubular control arms, increased camber gain, stable roll centers, and adjustable coilover shocks. Plus, the narrowed frame rails allow for many wheel and tire combinations. Oil-pan fitment is not a problem with power rack-and-pinion mounted in a low position. Each will work with small-block, big-block, LS, or LT engines, with several transmission options.

KNOBS

SPEED DAWG • 866-906-7801 • WWW.SPEEDDAWG.COM • STARTING AT \$79.95

Drag Pack 1320 racing-stripe shift knobs are part of the Mopar-licensed series of toppers available for your shifter. The 2½-inch-diameter shift knob — with racing stripes and "Angry Bee" logo on top, and "1320" logos on both sides — is made of high-impact polymer resin. The graphics will not wear off and they are designed to meet performance-level torque and temperature conditions. Each knob has a 16mm x 1.50 solid brass master insert and comes with a threaded brass adapter and jam nut in your desired thread size. Non-threaded options are also available, and each knob weighs in at 5 ounces. Also available with optional 12-volt momentary switch (\$24.95) and in several different colors. Inquire about p/n M502DP1320-MR-BK.



■ AUCTION ACTION



2019 MONTEREY CAR WEEK

AMERICAN MUSCLE CAR ACTION FROM BONHAMS AND GOODING & COMPANY SALES

WORDS AND PHOTOGRAPHY BY MATTHEW LITWIN

THIS MONTH, WE CONCLUDE our auction coverage from Monterey, California's mid-August collector-car extravaganza, with domestic performance car highlights from both Bonhams and Gooding & Company. Each sale offered several exemplary steeds from the traditional muscle car era, along with contemporary equivalents and an infusion of purpose-built racers, that helped the two companies record a collective total exceeding \$108 million (all sale prices include a buyer's premium).

Bonhams' one-day auction took place on August 14, at its long-traditional location at Carmel's Quail Lodge & Golf Course. Its catalog featured 220 lots, of which 167 sold (76 percent) for a total of \$31.2 million. The top-selling vehicle was unsurprising: a 1951 Ferrari 340 America Coupe Speciale realized \$3,635,000, followed by a 1953 Fiat 8V Supersonic that sold for \$1,625,000. Third on the list was a 1965 Shelby 427 Cobra that brought \$1,380,000, while

another Blue Oval — a 2017 Ford GT trimmed as a '66 Heritage Series — achieved \$1,050,000, which was good for fifth overall. For complete results from the Monterey sale, and its more recent collector-car auctions, visit www.bonhams.com/departments/MOT-CAR.

Just a short drive from the Quail, Gooding & Company returned to Pebble Beach Resort's Equestrian Center. Its two-day sale commenced on August 16 with a 140-lot catalog. Once underway, 108 lots — or 77 percent — were auctioned to new owners, five of which achieved new auction world records. Top honors of the sale went to a 1958 Ferrari 250 GT LWB California Spider that realized \$9,905,000. Landing in 17th overall was the first of three American performance cars: a 1931 Studebaker Special Indy Car that sold for \$1,105,000. When the last gavel fell, Gooding amassed a \$76.8-million headline. For complete results, visit www.goodingco.com.

BONHAMS: THE NUMBERS

Total Sales: \$31.2 million

Top Muscle Car Sale:

1965 Shelby 427 Cobra; \$1,380,000

Sell-Through: 76 percent; 167 of 220 lots

Upcoming Auction: August; Carmel, California

415-391-4000, www.bonhams.com

GOODING & CO.: THE NUMBERS

Total Sales: \$76.8 million

Top Muscle Car Sale:

1931 Studebaker Special Indy Car; \$1,105,000

Sell-Through: 77 percent; 108 of 140 lots

Upcoming Auction:

August 14 – 15; Pebble Beach, California

310-899-1960, www.goodingco.com

LEGEND

- Condition: #1 = Excellent; #2 = Very Good; #3 = Average; #4 = Poor; #5 = Major Project
- Reserve: Minimum price owner will accept
- High Bid: The highest offer made (but vehicle did not sell) *
- Selling Price: What the vehicle sold for *
- Average Selling Price: Average market value of vehicles in similar condition

*All prices shown include the 8-percent buyer's premium on sold lots. Unsold lots include only the highest bid, when available.



SHELBY **BONHAMS**

YEAR: 1965 **RESERVE:** Undisclosed
MODEL: 427 Cobra **SELLING PRICE:** \$1,380,000
CONDITION: Restored/#1 **AVG. SELLING PRICE:** \$1,900,000

Guardsman Blue can seem to be the quintessential Cobra color, and, according to the Shelby American Automobile Club (SAAC), this 427-powered example (one of 160 made before the 428 replaced the 427) was one of 45 to wear the hue, coupled with a black interior. SAAC records also say the Cobra was sold to its first owner through Sexton Ford of Moline, Illinois. Six years later, it was sold to owner two, then in '74, to owner three. A four-year restoration followed. So goes the story of CSX3104, which transitioned from one owner to the next until it was recently restored to perfection a second time.



FORD **BONHAMS**

YEAR: 2006 **RESERVE:** Undisclosed
MODEL: GT Heritage Edition **SELLING PRICE:** \$345,000
CONDITION: Original/#1- **AVG. SELLING PRICE:** \$459,000

Even late-model performance cars have a hierarchy. Take the 2005-'06 Ford GT lineup, for instance. Though all GTs of this era were limited-production supercars, the 343 units that were released in 2006 as Heritage Editions — in Gulf livery — seem to be more coveted by collectors. Funny, then, that although the catalog stated only two people have owned this one, a quick VIN search online came up with no less than 16 public records pertaining to its attempted sale. This helped explain, in part, the 1,900 miles rolled onto the odometer. Essentially a new car with virtually no flaws, it sold below average and the \$400,000 estimate. Here's hoping someone actually drives it for a spell.



CHEVROLET **BONHAMS**

YEAR: 1965 **RESERVE:** None
MODEL: Corvette **SELLING PRICE:** \$70,000
CONDITION: Restored/#1- **AVG. SELLING PRICE:** \$90,000

Parked along the fence was this 'Vette roadster, resplendent in Nassau Blue Metallic with an Ivory top. It also had a four-speed manual and a 350-hp 327. Just 20 percent of the entire model year production contained the L79 option that hit buyers for \$107.60 extra. Who bought it and why was unknown, though, as was the rest of the Chevy's post-assembly history. That is until 2015, when its restoration was completed in Illinois and it was sold to an Arizona resident. All we spotted was a fuzzy rear emblem, which hardly seemed to matter at first blush. Knock-off wheels, close-ratio four-speed... are 'Vette value going soft?



CHEVROLET **BONHAMS**

YEAR: 1962 **RESERVE:** None
MODEL: Corvette **SELLING PRICE:** \$78,400
CONDITION: Restored/#1- **AVG. SELLING PRICE:** \$115,000

Although a fuel-injected engine option had been on the Corvette order sheet since 1957, it didn't appear in 327 guise until the 1962 model year. As such, it packed a 360-hp wallop at the cost of \$484.20. This roadster, complete with a removable hardtop, wasn't built with the fuelie option, but rather the more affordable (\$107.60), 340-horse four-barrel 327. That's essentially how the catalog introduced bidders to this '62. Confusing, right? Powerplant aside, no history was presented, with exception of a comprehensive \$100,000 restoration that verified the engine stamp matched the VIN. With nary a nit to pick, the result was another good deal.



McLAREN **BONHAMS**

YEAR: 1968 **RESERVE:** Undisclosed
MODEL: M6B Can-Am **SELLING PRICE:** \$445,000
CONDITION: Restored/#2 **AVG. SELLING PRICE:** N/A

The spectacle of sports car racing has been a part of Monterey's history since the first race through the pines. Then came WeatherTech Raceway Laguna Seca, which still hosts several races annually, including the Rolex Motorsports Reunion for vintage race cars like this McLaren. The New Zealand-based team built this M6B chassis, number 50-12, for Ford and Carroll Shelby to run in the 1968 Can-Am season. Peter Revson drove the open cockpit brute, winning the Mt. Fuji 200 World Challenge in Japan. Ford withdrew from Can-Am for '69 and the car was sold. It was raced with a Chevy V-8 until it was damaged by fire in '72. Restored to '68 livery and specs, it sold handsomely.



LOLA-CORVETTE **BONHAMS**

YEAR: 1988-'90 **RESERVE:** Undisclosed
MODEL: GTP/Group C **SELLING PRICE:** \$300,000
CONDITION: Restored/#2- **AVG. SELLING PRICE:** N/A

Veteran fans of sports car racing may recall the intense GTP/Group C action in the Eighties. Aston Martin, Ferrari, Jaguar, Mazda, Nissan, Porsche, Buick, and Ford supplied factory backing, as did Chevy, first with chassis builder March and then Lola. The latter built seven for GM; this one — chassis HU8811-01 — being the last, and one of two fitted with a 956-hp, 10.2-liter fuel-injected V-8. Sold to Peerless Racing, the car was driven by David Hobbs, Jack Baldwin, Jacques Villeneuve, and Scott Goodyear through '89, with a best finish of fourth. Restored to its '88 livery, but with a Le Mans spec V-8 from its '90 qualifying attempt, it had some wear, and sold below the \$425,000 estimate.



KELLISON **BONHAMS**

YEAR: 1959 **RESERVE:** None
MODEL: J-4R Coupe **SELLING PRICE:** \$22,400
CONDITION: Refurbished/#3 **AVG. SELLING PRICE:** N/A

We saw this Kellison a year ago at Bonhams' Amelia Island sale. Nothing changed. The fiberglass sports car built by Jim Kellison — a UCLA engineering grad — cost \$6,700 when new. Records state this one was purchased by SCCA executive director Don Rodimer, but a subsequent owner upgraded the car with a racing roll cage, fuel cell, and other safety features, in addition to punching out the Chevy engine to 406-cu.in. and 497 hp, for vintage racing. At Amelia, it sold for \$28,000, which was seven grand under estimate. At Monterey, it bought \$5,600 less against the same \$35,000 estimate. It appears an average of \$25,200 is the real threshold.



CHEVROLET **BONHAMS**

YEAR: 2011 **RESERVE:** None
MODEL: Corvette Z06 Carbon **SELLING PRICE:** \$60,480
CONDITION: Original/#1- **AVG. SELLING PRICE:** \$65,000

Corvette's RPO Z06 attained legendary status overnight; a package that took the car to a new plateau in racing — and street — trim. It vanished as quickly as it arrived, until the advent of the C5 'Vette. There was much rejoicing among the crossed-flag contingent, which continued with a 7-liter V-8 in the C6. In 2011, Chevy released the Z06 Carbon: a 505-hp Z06 fitted with a slew of lightweight carbon-fiber components, carbon ceramic brakes, suspension upgrades, and more, making the platform a perfect weekend warrior. Just 500 were made, of which 250 were painted Supersonic Blue, including this one presented in like-new condition. It sold spot-on estimate.



SHELBY/De TOMASO **BONHAMS**

YEAR: 1965 **RESERVE:** Undisclosed
MODEL: P70 Can-Am **HIGH BID (not sold):** \$1,600,000
CONDITION: Restored/#1- **AVG. SELLING PRICE:** N/A

By 1964, Shelby was in a racing gray area. Corvette was gaining momentum, Ford's GT40 program wasn't in Shelby's hands yet, and the King Cobras were rumored to be rendered obsolete by McLaren's new 7-liter car. So Shelby teamed with Alejandro de Tomaso, Peter Brock, and Fantuzzi to build a new car. Key features were an adjustable airfoil, low profile, and a 7-liter V-8. De Tomaso didn't build the promised aluminum alloy 7-liter, egos clashed, and the effort fell apart. De Tomaso finished the P70, though, except with a 350-hp 289. Only one was built, displayed at the 1965 Turin Auto show as the Ghia de Tomaso, then forgotten until 2004. It was restored to perfection by 2015.



FORD **BONHAMS**

YEAR: 2017 **RESERVE:** Undisclosed
MODEL: GT '66 Heritage Edition **SELLING PRICE:** \$1,050,000
CONDITION: Original/#1 **AVG. SELLING PRICE:** N/A

Ford's return to sports car racing coincided with the company's win over Ferrari 50 years prior at Le Mans. The second-gen GT program succeeded, winning its class at the Circuit de la Sarthe and the Rolex 24 at Daytona, along with a host of other wins, all managed by Chip Ganassi Racing. Street versions of the supercar trickled off the line in 2017; or the first I38 of 'em, to be precise, including this Heritage Edition. Its finish matched that of the winning GT40 from 1966, but its power is contemporary: a 647-hp V-6, backed by a seven-speed automatic, capable of hitting a 0-60 trap time in 3.2 seconds. Less than 120 miles of pavement has passed under this one.



ISO GRIFO **BONHAMS**

YEAR: 1965 **RESERVE:** Undisclosed
MODEL: A3/C **HIGH BID (not sold):** \$480,000
CONDITION: Restored/#1- **AVG. SELLING PRICE:** N/A

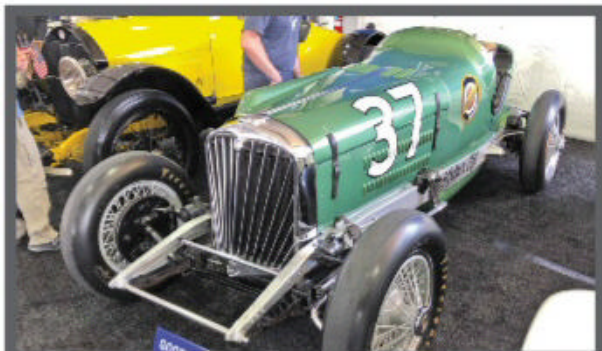
After the success of the Isetta, Isothermos owner Renzo Rivolta turned an eye towards touring cars. With former Ferrari engineer Giotto Bizzarrini, he created the Iso Rivolta GT in 1962. Sports cars were hot, though, and the Iso Grifo was introduced in November '63. Two versions were at the Turin Auto Salon: the A3/L (*Lusso*; by Bertone) and A3/C (*Corsa*; by Bizzarrini). The A3/C was a race-prepped steed, with sleek aluminum coachwork over a Chevy 327 V-8 tuned to 420 hp. It's believed the first 20 were bodied by Drago, including this one, chassis B0213. Its 2013 restoration was virtually perfect, yet bidding fell well-below the \$1-million estimate.



CHEVROLET **BONHAMS**

YEAR: 1963 **RESERVE:** None
MODEL: Corvair Condition: Restored/#3+ **SELLING PRICE:** \$16,800
AVG. SELLING PRICE: \$15,000

What's a Corvair doing in this title, you ask? This rear-engine compact looked like a sedate convertible, but it had a factory turbocharged six good for 150 hp. It couldn't beat a supercharged Avanti in the quarter-mile, but it was a pre-GTO performer nonetheless. This Monza Spider, with its factory four-speed manual, showed "in beautifully restored condition," according to the catalog. Our eyes told us otherwise, with enough wear within the interior to knock it down a few pegs, along with some exterior dullness, much of which could have been cured by detailing. It was enough to keep the sale price below the \$25,000 estimate.



STUDEBAKER **GOODING & CO.**

YEAR: 1931 **RESERVE:** Undisclosed
MODEL: Special Indy Car **SELLING PRICE:** \$1,105,000
CONDITION: Restored/#2+ **AVG. SELLING PRICE:** N/A

Arguably, this was one of the most anticipated lots of the sale. It's impossible to convey the entire story here, but the car was a collaboration between Studebaker, racer Ab Jenkins, "Pop" Dreyer, and chassis builders Rigling and Henning during the early days of the "stock block" Indy era. It qualified 19th for the '31 Indy 500 but, while battling for the lead on lap 167, hit an oil slick in turn four and crashed. Its driver and mechanic uninjured, the Stude was repaired and raced the Pikes Peak Hillclimb the same year, winning its class and setting a course record. Two more Indy 500 starts followed. A rare survivor from the era, it obliterated the \$750,000 high estimate.



CHEVROLET **GOODING & CO.**

YEAR: 1962 **RESERVE:** Undisclosed
MODEL: Corvette **SELLING PRICE:** \$285,500
CONDITION: Restored/#1 **AVG. SELLING PRICE:** \$209,000

Known records don't tell us who bought this Corvette and why, but we know it left the factory with three coveted options: the \$484.20 fuel-injected 327 (rated for 360 hp), heavy-duty brakes and steering at \$333.60, and the \$118.40 24-gallon "big tank." Doing the math, that's \$936.20, or \$7,840.14 in today's coin, worth of extras. It was also optioned with the close-ratio four-speed manual, a 4.11:1-geared Posi, and 5.50-inch-wide wheels. Hmmm — racing? That, too, is lost to time; however, by 1970 it was in Covina, California. A third known owner had the 'Vette restored, completed for the 2011 NCRS Regional. We felt it was still in perfect condition, as did bidders.



CHEVROLET **GOODING & CO.**

YEAR: 1963 **RESERVE:** Undisclosed
MODEL: Corvette Z06 **SELLING PRICE:** \$588,000
CONDITION: Restored/#1 **AVG. SELLING PRICE:** \$681,000

When we visited this Corvette, the hood had been removed, permitting several bidders to inspect the 360-horse, fuel-injected 327. There was more to this Tuxedo Black beast. The engine was part of the Z06 package, and the 36.5-gallon "big tank" was ordered. Records state its first owner, a chassis engineer at the GM Tech Center, was a sports car racer. The Chevy competed at Waterford Hills and Road America, and other tracks, until it was retired in '67. In 2013, it was restored to as-campaigned livery. More recently, it was perfectly restored to as-delivered condition. Though it sold, it fell short of the \$750,000 estimate.



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By Tom Comerro

MECUM TWOFER

December through early January traditionally reflects a calm before the Scottsdale storm, and few auctions take place during the holiday season. Mecum, however, fired some impressive shots this past winter with two sales taking place before the frenzy in Arizona. Its annual Kansas City show took place December 5-7, and saw sales eclipse \$9 million, with a sell-through of 70 percent. Looking further into the numbers, muscle cars from 1964-'72 took up a sizeable chunk, with nearly 140 cars crossing the block for a 53-percent sell-through. When the final hammer dropped, American muscle cars accounted for over \$2.6 million in total sales. The high sale of this bunch was this 1969 Mustang Boss 429, KK number 1857. It was said to have 18,000 miles, carried the original, matching-numbers 820-T Boss 429/390-hp engine and four-speed transmission, and sold for an impressive \$231,000. The other Blue Oval of note was the top-selling car of the entire auction, a 2005 Ford GT, sold at \$247,500.

Mecum's second event took place after New Year's, in Kissimmee, Florida, and served as a warmup and alternative destination for those who couldn't make it out to the Arizona desert. The 10-day sale was the first of 2020 and featured a



sell-through of 66 percent, with over 2,000 vehicles changing hands. In all, total vehicle sales was above \$95 million for the entire show. Looking strictly at American muscle and performance cars, the numbers showed over 500 cars sold, for a 61-percent sell-through and sales above \$36 million. The star of the show was the 1968 Mustang fastback made famous by Steve McQueen in *Bullitt*, which hammered for an incredible \$3,400,000. Another Hollywood Ford also sold: a 1967 "Eleanor" from the 2000 version of *Gone in Sixty Seconds* hauling in \$852,500. Also appearing in the top 10 sales of the show was a 1967 Shelby G.T. 350 fastback, said to be 1 of 35 with the factory Paxton supercharger; this Shelby, No. 2148, sold for \$440,000. This is barely scratching the surface of this huge show, so look for extensive coverage in "Auction Action" in the upcoming months.

1968 MUSTANG "BULLITT"



UP NEXT

Barrett-Jackson follows up its Scottsdale show with a trip to the Southeast. Its annual Palm Beach, Florida, sale — now in its 18th year — will take place April 16-18. The show has grown immensely, and last year, the largely no-reserve auction, saw a 99-percent sell-through rate. In 2019, 632 cars found new owners and total sales eclipsed \$30.1 million.

Vicari Auction Company announced two upcoming sales, including its first ever spring event in Biloxi, Mississippi. Vicari has established a presence in Biloxi with its fall sales, but this inaugural early-year auction will take place April 17-18 in the Mississippi Coast Coliseum and Convention Center. The sale will run as a part of the annual Crawfish Music Festival and more than 400 cars are expected to cross the block during the weekend. Two weeks later, Vicari will

have a sale in Nocona, Texas. The eighth Cruisin' Nocona Collector Car Auction takes place May 1-2 and will feature around 200 cars available for bidding. Both events are currently taking consignments, so be sure to visit www.vicariauction.com for more information.

Carlisle Auctions is gearing up for its annual sale during April's Spring Carlisle Collector Car Flea Market & Corral. The auction will take place April 23-24, in conjunction with the popular spring event. More than 500 lots will be listed at this year's auction, with the company offering registration refunds for lots that are older than 25 years and fail to sell. Last year's sale pulled in over \$5 million, with a sell-through of 60 percent. Among the top five sales were a documented 1969 Ram Air III GTO Judge, which reached a final price of \$75,790.

APRIL

2-4	MECUM AUCTIONS Houston, Texas 262-275-5050
2-5	CHARLOTTE AUTOFAIR Charlotte, North Carolina 704-841-1990
3-5	GREENVILLE SWAP MEET Greenville, Texas 903-454-8575
16-18	BARRETT-JACKSON AUCTION Palm Beach, Florida 480-421-6694
17-18	THE BRANSON AUCTION Branson, Missouri 800-335-3063
17-18	VICARI AUCTION Biloxi, Mississippi 504-264-2277
17-19	GASPARILLA CONCOURS D'ELEGANCE Tampa, Florida 813-714-1019
17-19	LA JOLLA CONCOURS D'ELEGANCE La Jolla, California 619-233-5008

18	CARS ON KIAWAH Kiawah, South Carolina 240-418-9225
18	HOOLEY SPRING CLASSIC CAR AUCTION Goshen, Indiana 574-596-9890
22-26	SPRING CARLISLE COLLECTOR CAR FLEA MARKET & CORRAL Carlisle, Pennsylvania 717-243-7855
23-24	SPRING CARLISLE AUCTION Carlisle, Pennsylvania 717-960-6400
23-25	AACA WESTERN SPRING NATIONAL Show Low, Arizona 717-534-1910
24-26	SPRING JEFFERSON AUTO SWAP MEET & CAR SHOW Jefferson, Wisconsin 608-244-8416
26	PACIFIC COAST DREAM MACHINES SHOW Half Moon Bay, California 650-726-2328
30-MAY 2	PATE SWAP MEET Fort Worth, Texas 713-649-0922

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The Lure of Fishing

No, not for those wet, scaly, floppy creatures we cook for food, or watch swimming around in a tank. Plenty of other things on this planet can be “fished” for, and one of them is the sometimes elusive, but just as tasty, American muscle machine. I don’t think it makes any difference if you own just one or have a large collection, many of us are constantly fishing for that next catch. I’ve heard people say that the hunt is the most fun. Images of scruffy old-time prospectors, searching miles and miles of ground for that elusive gold strike, come to mind.

I think that for many enthusiasts, the act of fishing itself is a kind of reward, regardless of whether a new catch is ever hooked. Even when not physically or financially prepared to carry on a new project, my body and soul are always on the hunt. That’s due to decades of conditioning, and halting these tendencies would be like asking an Olympic runner to hang up his or her cleats. The mind is ready to run, but the body isn’t cooperating.

There are always exceptions to every rule, and a friend of mine, now into his sixth decade, is the perfect example. He owns his own automotive supply business, which requires a few warehouses to stock parts, and has a small-but-growing collection of rare top-end muscle cars that have been professionally restored. He’s very particular about the cars he buys and is never really off the hunt for new additions. Obviously, this guy is a master in the art of fishing, and has plenty of moola to bait and sharpen the hook!

At the other extreme, I also know several folks on a lower rung of the financial ladder. While they don’t have the cash to constantly pursue a new project, they still never give up the quest. As one once said to me, “It’s really all about the excitement of the chase, not the end result.” That

sums it up well, like imagining what you would do with all the cash after you won the lottery! Hmmm, a larger garage...

While the lure is sometimes hard to keep under control, I believe each of us has this affliction, like an itch that needs to be scratched. It reminds me of those TV shows that deal with finding antique items to resell for a profit. The hosts go to locations — many of which appear to be owned by hoarders — where they can hardly walk around for all the piled-up stuff. The attraction of more, and sometimes much more, is just too strong for many people to overcome. Sound familiar? I know several individuals who have actually built large storage structures in their backyards, often as either free-standing buildings or attached to the back wall of their garages, intended strictly for auto parts storage. They are full of “stuff that I’ll use in the future” that hasn’t been touched, and probably won’t be touched, for years.

So, that leaves us with a cause-and-effect situation. Each one of these parts hordes represents a cache of much needed original items, hidden from the market. These are parts that likely can be replaced with modern reproductions, but to the hardcore purist, that’s not necessarily a viable option. I appreciate factory original as much as the next guy, but I have no problem replacing an “unobtainium” part with a quality reproduction item. I guess my fishing days are finally drawing to a close. But, that isn’t the case for many of you, and the hunt goes on.

Personally, I have culled through all my original ’65 GTO parts over the last few years and have actually given some duplicates away, keeping only one of each part, just in case. Like they say, with age comes wisdom, and whether that is true or not, I guess I’ll never know. I prefer the Boy Scout mantra: Be prepared! ■

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of fishing
itself is
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