



SEPTEMBER 1983

NEWSLETTER

LAST MONTH...

The August - '83 meeting of the Dallas Mopar Club.....existed!!! It was held at PizzalInn on LBJ & Abrams at 2:00 p.m., as usual on the second Sunday of the month (August 14th). For those of you who could not attend, you missed it. Attendance was sparse due to reasons unknown. Discussions included club pictorials, holiday car shows in area malls, McKinney Rod Run, the recent lack of club enthusiam, auto cross, and annual elections & banquet. Involvement by those in attendance was greatly appreciated and enjoyed by all. The general concensus of the club seemed to be to try and make our next meet better than the last, so.....

THIS MONTH...

The Dallas Mopar Club will be attending the annual McKinney Rod Run in McKinney, Texas. When? September 10th & 11th !!! THIS WILL TAKE THE PLACE OF THE SEPTEMBER MEETING!!!! Also, for the first time, the Dallas Mopar Club will be sponsoring a trophy for "Outstanding Mopar". All members are encouraged to attend and participate in the competition. Although participation is not mandatory, the attendance of our club has at this event will go a long ways towards our reputation & credibility as a club in the future! Entry fee for contestants is 15.00 dollars. Spectator fee, as of this time, is unknown. Those of you interested in competing, please contact a club officer for further details. Once we arrive in McKinney at the meet, we plan to carry-on the same as we did in Waco (except for the lodging).

PLEASE make plans to attend this event and let's show everyone what Dallas Mopar is all about.....

CALENDER OF COMING EVENTS

SEPTEMBER

- 3) Special Interest Car Show San Antonio, Texas
For more information contact: San Antonio Museum Association
P.O. Box 2601 San Antonio, Texas
- 4) Special Interest Car Show
- 10) Street Machine & Rod Run McKinney, Texas
For more information contact: Tony Grato 276-9351 or 288-8542
Registration 10:00 am. For those who wish to go as a group
we'll leave from Shannon Lilley's at 9:00 am.
Let's try and attend this meeting as a club!
- 11) Street Machine & Rod Run
- 28) Newsletter Deadline
Please have all articles turned in to Chris or Mark

OCTOBER

- 9) Club Meeting at 2:00 PM
Site to be announced

Future Events

- Picture Day
Club pictures for magazines and a possible calender!
- Ralley
This one will take awhile and probably get you lost!
- Christmas Party
Probable date Dec.17

I am still trying to set up a Show and Shine at Preston Chrysler-Plymouth but at present I havn't had a lot of luck. I've made several attempts to contact Mr. Gary Lau the general manager with no success. As soon as I have something definite I will inform the club with a flyer by mail.

Road testing the 340, 440-6, and Hemi 'Cudas:

**"Isn't there an easier way to
earn my Canadian Club?"**



By A. B. Shuman No? C'mon, now, surely there must be. Like the time I visited those Central American Indians and had to climb that 100-foot pole, tie a rope around my ankles, and dive off head first. *Sproing*. . . instant chiropractic. I remember reclining in the chief's hut with my hosts Hiram and Johnny Walker later that evening, after I came to, sipping my supper through a glass straw, and laughing about it. I must say I never catch colds any more, but I do find it takes both a belt and suspenders to hold up my pants.

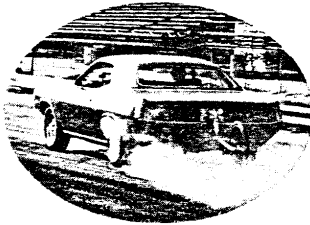
The 'Cudas were considerably less jarring than the pole-diving, of course, but they had thrills all their own. The 340 'Cuda, with its strong, light-weight engine, was the most sensible of the three, and the Hemi with automatic the most surprising, but take the 440 six-barrel with manual steering and four-speed. . . please. Ah, the 440-6. One trip around the block is better than a week at Vic Tanny's. Basketball coaches are examining it as a means of increasing their players' jump reaches, but I'm sure they'll find that your arms only feel like they're 6 inches longer than when you got in. Drive the manual steering, big engined 'Cuda for a while, with its 5.3 turns lock to lock, and discover the thrill of passing up parking places that you used to think weren't too small. Giving the steering a close race, however, is the "Excaliber" sword-in-stone shift linkage (only King Arthur can get it into second). You've shaved with a sword, why not shift with one, right?

O.K., so the car isn't made for city driving: get it out on the open road then. No problems, the trans stays in high once you get it there and there's no turning involved. Everything's fine. Uh, oh, truck up ahead; better pass while you can. He's doing 60, the speed limit's 65, so you come up on him, step on it and move around him. Suddenly the vacuum-actuated front and rear Holley two-barrels flop open (all this time you've been running on just that small center job), and you're in afterburner. The suspension wraps up smartly to the right as you blast past at 90, then launches you to the left in violent chassis reaction when you lose heart and pull your foot out of it. (Could it be that I'm getting old? Maybe it was that trip down the Colorado River rapids in an Amphicar.) There's no predicting when the carbs will operate, as it's based on "engine demand," fine for drag racing, but lacking a little something in the transition from steady cruise to acceleration. A tachometer doesn't seem like an unreasonable piece of equipment to require with this engine and transmission package, but our car didn't have one.

In normal driving the stick 440-6 requires a whole new technique. The shifter, or, more specifically, the leverage required to move it, makes it necessary that you sit pretty close to it. The 16-inch diameter steering wheel looks like it telescopes, but it doesn't. Instead, it stands away from the dash, putting it in close proximity to your chin. Thus, rather than employing the

classic European arms-out-straight driving position, you tuck your elbows into your tummy, hang both hands on the top of the rim, and kinda hunker.

To illustrate what a difference a few options can make, the Hemicuda, while much hotter than the 440-6, was a lot more pleasant to drive. With over 57 percent of its 3,380 pounds on those big, fat front tires, power steering made a lot of sense, as did the Torqueflite. Since there's no clutch to push or rock-bound sword to wield, you can slide the bucket seat back closer to where it belongs and enjoy the driving. And, with the same rear end ratio, all those power-absorbing accessories, and two Carter AFBs, the Hemi still got better average fuel mileage than the 440 - 10 mpg compared to 9. (Whoopie.) On the handling course, the power steering was a definite plus, as it's quicker than the manual and a whole lot easier to use. The cars, especially with manual steering, understeer miserably, of course, but not too many people will be running their Hemicudas at slaloms.



Which brings us back to the 340. We probably never should have left. Like the Hemi car, it had power steering and automatic. The steering may not have been necessary, as the front/rear weight bias was a few hundred pounds better than that of the other two B-Fish, but it was appreciated. So was the automatic. (Maybe I'm still tired from that last trip up the eastern face of Annapurna.) Neither the performance nor the handling seemed to suffer. On the road it pulled 12 mpg, the norm for current U.S. performance cars, but still a long way from a Volvo. On the other hand, Volvo can't hit 60 in 6.4 seconds or turn the quarter in 14.5. Whether 90 percent of all 1970 'Cudas will still be registered in 1981 we can't say.

All three cars had slightly better-than-average finish quality, meaning they were well above average for Chrysler products. There was a problem with sealing around the side windows and trunk, as evidenced by strange breezes in the cockpit with the windows up and water in the cargo bay and interior following a trip to the car wash. Some might argue that a car wash is an unfair test of weather-sealing because rain doesn't fall like that. Well, it does in the great Tasmanian outback where I learned to hunt wallaby with a boomerang, and besides, people do take their cars to car washes occasionally. As for other details, the high-back bucket seats are well-designed, but could use a little more padding. The rear seats are actually usable, though the molded-in elbow

rests at each side can inflict multiple kidney blows on rough roads. The hood-front fender plane is one large, scoop-accented area, which puts you at a psychological disadvantage when trying to maneuver in tight confines. Vision over the driver's left shoulder is impaired by the body, making a good side mirror a necessity for checking overtaking traffic, especially when entering a freeway or turnpike at a shallow angle.

We did have a lot of fun working the cars out at the drag strip, because the engines do run well. Best results were obtained with the 340 by leaving from an idle and smoothly adding a quarter-throttle, thereby minimizing wheelspin, and then laying into it, manually shifting the Torqueflite at 5,500 rpm. The ratchet shifter worked very well, allowing positive gear changes without danger of overshifting. Best run was 96 mph, with a 14.5 elapsed time (two people aboard). The tach was big and easy to read, but was a little sluggish.

Jumping into the 440-6 and pushing the seat as far forward as the steering wheel would let me go, I found that the adrenalin of the drag strip environment allowed power-shifts to be made with only random miscues. Although the engine would rev a little higher, it flattened out above 5,500, so all shifts were made at that rpm. The driving technique was almost identical to the automatic cars, as the tires would break loose from idle. The difference was the transition from part 1: full throttle: it had to be smoother. Its best was a 14.4 at 100 mph, just .1-second quicker than the 340, with a lot more work involved.

The Hemi had to be babied 'til it was well on its way down the strip, as it could really spin the tires. Shifts were made at 6,200 rpm and the car was very consistent, 14.0s at 102 mph. The speed figure is just what it should be, but a good pure stock Hemicuda ought to be capable of elapsed times in the mid-13's. (Our test car had over 6,000 miles on it and necked low on compression in 2 cylinders during the pre-test tune-up.) Interestingly enough, this particular car's performance matches that of the four-speed 440-6 Road Runner we tested several months ago. The Road Runner had a 4.10 rear axle and weighed 50 pounds more.

As for braking, the power disc/drum setup on the Hemi-Cuda was the best, but all three cars stopped very well, that is to say, short. The longest stop from 60 mph was 128.5 feet (in the non-power drum-equipped 440-6). All of the 'Cudas exhibited intense rear wheel hop on the panic stops, putting down a Morse code pattern of dots and dashes on the pavement rather than continuous black streaks. This didn't make stopping distances overly long, but the severe vibration made control difficult, especially in the - you guessed it - 440-6, which started to come around at the end of its 60-mph panic stop. The other two stayed straight throughout.

From the foregoing you may have detected a "slight" preference for the 340 'Cuda. This was intentional. It was the best of the lot.

/MT

chart on following page

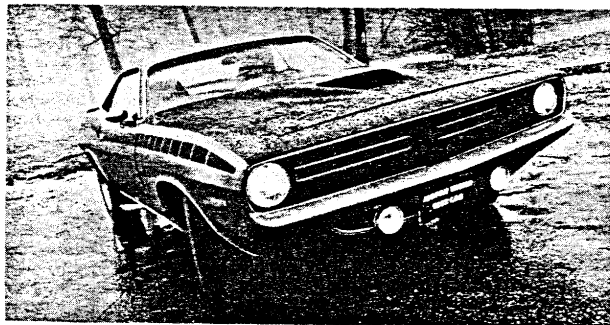
**Road Testing
The Hot 'Cudas**

'CUDA CHASSIS SPECS

Wheelbase	108.0 ins.
Overall Length	186.7 ins.
Width	74.9 ins.
Height	50.9 ins.
Front Track	59.7 ins.
Rear Track	60.7 ins.
Steering type	Power/Manual
Steering ratio	Manual: 29.14:1 Power: 24.06:1
Wheel turns lock-to-lock	Power: 3.5 Manual: 5.3
Turning diameter (curb to curb)	3.8 ft.
Front suspension	Independent, lateral, nonparallel control arms with torsion bars
Rear suspension	Asymmetrical semi-elliptical leaf springs
Body/frame construction	Unit
Fuel Capacity	19 gallons

SPECIFICATIONS	340	440-6	HEMI
Engine type	90° OHV V8	90° OHV V8	90° OHV V8
Bore & Stroke	4.04 x 3.31 ins.	4.32 x 3.75 ins.	4.25 x 3.75 ins.
Displacement	340 c.i.	440 c.i.	426 c.i.
Advertised hp	275 @ 5000	390 @ 4700	425 @ 5000
Advertised torque	340 @ 3200	490 @ 3200	490 @ 4000
Compression ratio	10.5:1	10.2:1	10.5:1
Carburetion	1 4-bbl.	3 2-bbl.	2 4-bbl.
Transmission	Automatic	4 speed	Automatic
Final drive ratio	4.10:1	3.54:1	3.55:1
Tire size	E60-15	F70-14	F60-15
Brakes	Power Drum	Manual Drum	Power Front Disc/rear drum
Test weight	3625 pounds	3720 pounds	3880 pounds
Fuel Consumption	11.5 mpg	9 mpg	10 mpg
PERFORMANCE	340	440-6	HEMI
Acceleration (2 abd)			
0-30 mph	2.6 secs.	2.9 secs.	2.8 secs.
0-45 mph	4.1 secs.	4.0 secs.	4.2 secs.
0-60 mph	6.4 secs.	5.9 secs.	5.8 secs.
0-75 mph	9.1 secs.	8.7 secs.	8.1 secs.
Standing Start 1/4-mile	14.5 secs/96 mph	14.4 secs/100 mph	14.0 secs/102 mph
Passing Speeds			
40-60 mph	3.1 secs.	2.8 secs.	3.0 secs.
50-70 mph	3.3 secs.	3.1 secs.	3.4 secs.
*Speeds in Gears			
1st	42.5 @ 5500 rpm	45 @ 5500 rpm	57 @ 6000 rpm
2nd	70 @ 5500 rpm	64 @ 5500 rpm	94 @ 6000 rpm
3rd	101 @ 5500 rpm	86 @ 5500 rpm	112 @ 5000 rpm
4th	—	109 @ 5000 rpm	—
MPH/1000 rpm in high gear	18.3 mph	21.8 mph	22.4 mph
Stopping Distance			
From 30 mph	28.5 ft.	28.0 ft.	25.0 ft.
From 60 mph	123 ft.	128.5 ft.	125.9 ft.
Braking Stability	Good	Fair	Good

*Speeds at shift points, limited by track length



**340-6
AAR 'CUDA**



Plymouth puts all their new Trans-Am pieces — plus a few more — into a special package.

The AAR is for All-American Racers, Dan Gurney's patriotic racing outfit based in Santa Ana, California. In honor of the Gurney-Plymouth entry into Trans-Am this season, and to incidentally comply with the rules set forth by SCCA, 2,800 special AAR 340 'Cudas will be built this year. The big news is the 3 x 2 carburetion setup, the first multiple carburetor offering for the 340. It's based on an Edelbrock aluminum intake manifold and three Holley 2-barrels. The carbs are the same as those used on the 440-6, with jetting and calibration for the smaller displacement engine. The air cleaner assembly borrows heavily from '69 440 6-barrel parts, and is fed ram air by the healthy scoop in the hinged, fiberglass hood.

The cylinder heads utilize a new casting which has moved the pushrod holes slightly to provide more meat around the port passages. The ports themselves are the same shape and size as the current production 340 items, but can be enlarged to a greater extent. These heads also feature bigger valve spring seats, which are able to accept the Hemi springs. The valve springs supplied are not the Hemi type, but are unique to this engine. A change in the block casting allows the mounting of four-bolt main caps, though the engine comes with two-bolt caps.

Changes in suspension include recambered rear springs, which help contribute to a 1 3/4-inch height increase at the rear... "to give the car a more racy appearance." The greater height also permits clearance for the side-exit exhaust system and the G60 x 15 rear tires. The front tires are E60 x 15s (all tires are mounted on 7-inch wide wheels, with an inflatable space-saver spare carried in the trunk). Special shock absorbers are used at the rear to allow for the increased height, and a rear sway bar is standard. At the front, a new, heavier sway bar is used. Brakes are discs up front and 11-inch drums at the rear. Normal ratio manual steering is standard and special fast-ratio power steering is optional. Choice of four-speed or automatic transmission is offered with the standard 3.55 or optional 3.91 rear axle ratio.

/MT



B-stinger

Chrysler's new breed of Dodge Chargers rolled out in 1968, and from the beginning they were difficult cars to improve upon. The appearance and engineering built time and a way of changing iron and although this series of early Charger cars are still hard to beat in the look

department, their hearts of metal could all too easily be topped. With access to the wisdom of Mopar mechanical savvy (through his Chrysler Corporation employer), Tony Shepard not only managed to tune his Charger to restore the times, but also lowered his own elapsed times. The car had been performance poised with its old motor clocking a quarter-mile best of 15.20 for 107. When the time rolled around, Tony

simply consulted his Direct Connection catalog and put together a fresh big-block six-barrel wedge that not only runs quicker (13.0's at 107 mph) but also more economically than his former 440 because the new wedge motor's lowered compression ratio (8.5:1) now lets the big block burn regular grade gas. These performances are particularly noteworthy when you consider that the car still runs through stock exhaust manifolds, packs an around-town 3-9-1 gear and turns those numbers on everyday T/A rubber. Tony's Charger still sports its original "rumble bee" buslike stripes and, at a glance, it might be taken for a stocker. But its fat radial rubber six-pole hood scoop and unmistakable fop attitude gives the game away.

CONTINUED

part by the size of the fat-headed hemi in that their engine bay and front suspensions were built to accommodate the weight of average powerplants on the body drop portion of the assembly line. Chrysler took Elephant power to the streets in '66 with the defunct Slaps I version of the now infamous Street Hemi. With its compression ratio of a moderate 10.25:1, more tractable cam timing and equipped with a heated tandem eight-barrel inlet system (mounting dual Carter AFB's), the engine was made available that first year in every Dodge car, by mainly intermediate models with the exception of the station wagon models.

Weighing in excess of 600 lbs., these Belyederes, Satellites, Coronets and Chargers had more than their share of new car ailments. Their excessive weight, the poor quality of the cast iron main caps that found their way into many early '66 '67's, and the weak oil pump belts and pins installed in many first-run production pieces made many early Street Hemi owners very disappointed in what they thought would be their street scene savans. But backing their new baby to the retaining hills, the Corporation's product planners fired up a regular flow of service bulletins, upgraded hardware and bits and bobs to the proper care and feeding of the Elephant. It was these ongoing consumer education engineering efforts that helped the Hemi in many cases simply to survive and in other instances to dominate. Unlike many of the leading muscle machines of the week, all Hemi's

mid-Sixties Hemi cars were not just your everyday, let's-meet-later models, with a massive motor stuffed under hood. This entire series of Mopar supercars was appropriately fitted with all the extra-duty frame and driveline pieces needed to help the relatively radical combinations survive in the hands of the "plagues." Nobody ever claimed that the Street Hemi option was meant for "Everyman" and the large number of new car warranty claims filed on the first run of '66's cast metal base for boulevard domination.



torque-flite transmissions were upgraded to the board in '66 with the Hemi versions incorporating many parts designed for earlier race-only models. The capacity of these units was increased through the use of specific friction materials, additional clutches, a wider low-reverse band and four-pinion planetary carriers in place of the standard version's three-pinion design. And although serious torque converter shenanigans are heard in that era's production cars, the Street Hemi's fluid coupling was a powertrain pioneer. Roughly rated behind the distributor, a 1000-pound torque output at a stall speed of 3000 rpm in these smaller diameter units (versus extra-duty construction meant to handle the

B-baffled

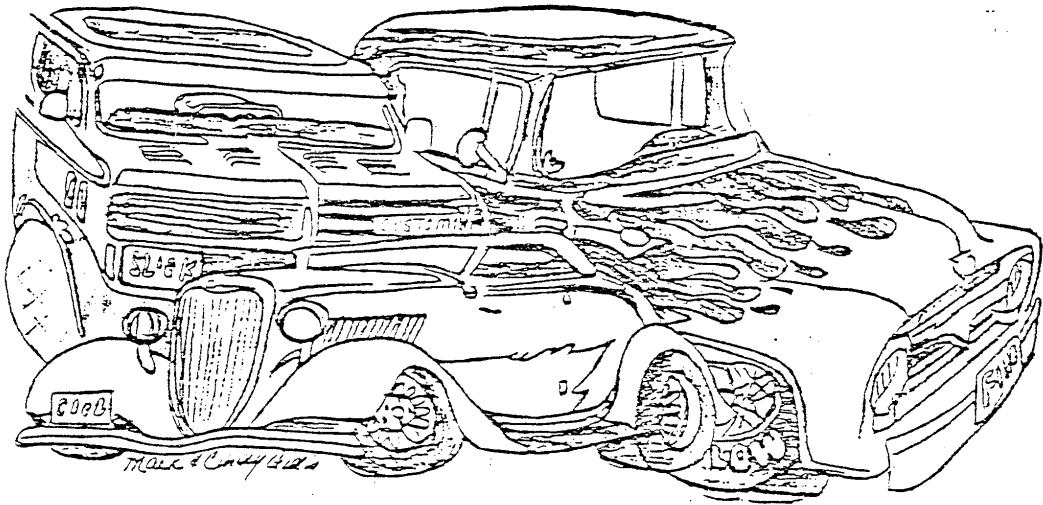


Probably the biggest all-time power parts bargain is this "few dollar" crankshaft baffle. It was installed by the factory in all 1968 and later performance V-8's, and is available over-the-counter for installation in every eight-cylinder engine that Chrysler ever built for a B-car. Specify PN 3712236 for all Hemi and B-engines and 2531945 for 318 and 340ci small-blocks. The windage tray, as it's called, prevents lube returning to the oil pan from draining onto the spinning crankshaft, and it also picks up oil particles held in suspension in the crankcase and returns them to the sump well, clear of the shaft envelope. For the power gained per dollar, this piece can't be beat.

abuse of their extra-duty use. They incorporated larger mounting pads (and correspondingly heavier hardware), a special flex plate to mate with the engine's eight-ball (instead of the standard six) crankshaft, and may use an additional trans fluid cooler (mounted in front of the radiator) to help handle the heat built up through

See Next Issue
SCOTT GELMAN

5th Annual



Street Machine & Rod Run

McKinney Trades Day Park

10:00 Registration

September 10-11

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MEET

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5TH ANNUAL FUN RUN SEPTEMBER 10TH - 11TH 1983

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PRE-ENTRY FEE: \$10.00 (IF RECEIVED BEFORE AUGUST 1, 1983)

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ENTRANTS MUST BE 18 YEARS OF AGE, IF UNDER PARENT OR LEGAL GUARDIAN MUST SIGN

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I WILL AGREE TO ALL CONDITIONS OF THE 1983 FIFTH ANNUAL FUN RUN, AND RULES GOVERNING THE EVENTS.

