

...LAST MEETING... 14 CARS, THATS HOW MANY SHOWED UP LAST MEETING, NOT A BAD TURNOUT AND MOST MEMBERS STARTED OFF BY CHECKING OUT SOME NEW MOPARS THAT SHOWED UP. OF COURSE, THE OWNERS WERE VERY INTERESTING ALSO, I HOPE THEY RETURN TO THIS ONE.

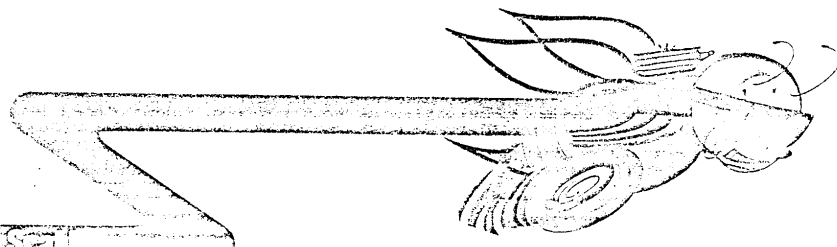
BUSINESS WAS THE TOPIC AS THE CLUBS' FIRST CONSTITUTION AND BY-LAWS WERE INTRODUCED. THE PRESIDENT WENT OVER MANY ITEMS, AND THE TREASURER DID THE REST. PAUL HILDENBRAND WENT OVER THE BY-LAWS, AND IT WAS GOOD THAT EVERYONE HAD SOMETHING TO SAY ABOUT ALL ITEMS. SOME CHANGES WERE MADE AT THE OCTOBER MEETING, WHICH BRINGS UP A POINT. AMENDMENTS CAN BE MADE RELATIVELY EASY. (SEE CONSTITUTION AND BY-LAWS)

THE CONSTITUTION WILL BE PUBLISHED ONCE A YEAR. ANY CHANGES THAT MAY OCCUR SHOULD BE CHANGED IN YOUR COPY UNTIL THE NEW ONE IS DISTRIBUTED.

ALSO, LAST MONTH, WAS TALK ABOUT DIFFERENT MEETING SPOTS AND TO CHANGE THE TIME AS TO TRY AND AVOID A CONFLICT WITH THE DALLAS COWBOYS.....CLUB DECALS WERE MENTIONED---BETTER BRING IDEAS THIS TIME BECAUSE A VOTE WILL BE MADE FROM WHATEVER IS THERE.....WHAT ABOUT THE PATCHES JERRY, THEY'RE GETTING OLD!

.....THIS MEETING.....N O M I N A T I O N S.....FINALLY, HERE THEY ARE: 1. PRESIDENT, 2. VICE PRESIDENT, 3.- SECRETARY, 4. TREASURER, 5,6,& 7 WILL BE BOARD MEMBERS WITH THE PERSON WHO GETS THE MOST VOTES AS CHAIRMAN. THE FORMAT WILL BE FULLY DISCUSSED AT THIS MEETING, DON'T MISS IT ! ANY PROCEDURE NOT COVERED BY THE OFFICIAL CONSTITUTION OR BY-LAWS, WILL FOLLOW THE RULES OF ----- "ROBERTS RULES OF ORDER", ALL THREE OF WHICH, WILL BE AT EVERY MEETING HENCEFORTH.

\*\*\*\* TIPS \*\*\*\* CHRISTMAS BANQUET, MORE INFO !!!!  
CRUISE AT THIS MEETING ??? BRING IDEAS OF WHERE TO GO.....MORE FUTURE MEMBERS AROUND JANUARY....  
WINTER TIME IS CLOSE, SO W I N T E R I Z E NOW!!



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# MUSCLE

# MANIA

\*\*\*\*\* ELECTIONS \*\*\*\*\*

The November '83 meeting of the Dallas Mopar Club will be of special importance to all members. The main topic for the meet will be nominations for eligible candidates to fill the elected positions of the Dallas Mopar Club for the coming year. Positions open for nominations are as follows: President, Vice-Pres. (activities dir.), Secretary, Treasurer, and three Board members. All members, at present, are eligible to run for an elected position as long as they plan to be members in 1984. Procedures for nominations and details of the actual election itself will also be discussed at this time. If any member wishes to run for any position in the club, please show up at this meeting and be heard. If any member wishes to nominate any member for any particular position, please show up at this meeting and be heard. Without congregation there can be no democracy! Also, just because your one and only mopar is broken down, it doesn't mean you can't drive your ford or chevy or whatever to a club meeting. Come on people let's make this club go.....

M. Wilson

For the sake of simplicity...the Dallas Mopar Club will hold the November '83 meeting at:

NOON - Nov. 13th (Sunday) - at PIZZA INN  
at LBJ fwy. and ABRAMS RD.



## HEMI ROAD RUNNER

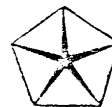
The Hemi Road Runner was an easy first choice, not so much because of the Road Runner as the Hemi engine and everything that goes with it. To say the Road Runner scored heavily in the performance part of the test is Anglo Saxon understatement in the best tradition. It was the quickest in acceleration, stopped in the shortest distance and ranked second in handling. That is a pretty tough record.

All the while the Hemi was proving itself to be the toughest car of the test, it was also proving to be the most exciting. Where the Chevelle, Cobra and Cyclone CJ give the impression of being hot sedans, the Road Runner comes in from the other direction—a tamed race car. And that impression isn't entirely wrong. Chrysler's 426 cu. in. hemispherical combustion chamber V-8 was never intended to quietly propel Imperials down the freeway/expressway/throughway/parkway or allow you to carry an extra lawn chair in the back of your Plymouth Fury station wagon. It was designed as a race engine, pure and simple. The whole idea was to put the hurt on Ford at Daytona because Ford was too far ahead for conventional weapons. You probably wouldn't even be able to buy one in your Road Runner if Bill France hadn't decided, with some prompting by Ford, that it was hardly fair to race those big motors if Chrysler wasn't going to sell them to the folks. Forget about the reason, the Road Runner's Hemi (although detuned a couple hundred horsepower so that it can pass the federal exhaust emission standards) is still the same basic engine used in Grand National stock cars and super stock drag machines.

What is it like on the street? Breathing. The Hemi Road Runner has more pure mechanical presence than any other American automobile—even more than the Z/28 Camaro which is another thinly disguised race car we've grown to love. Of course the Hemi is noisy, although its not an excessive amount of mechanical noise. After it's warmed up, the impact-extruded pistons no longer clunk around in their bores and the solid-lifter valve gear is almost totally silent. In fact in actual engine noise, the Hemi was quieter than the Cobra Jet. It's the power noise that sets the Hemi apart from the others. It has an impatient, surging idle that causes the whole car to quiver, particularly when the automatic transmission is in gear and being held against the brake. And there is that lump in the throttle travel. Stay on the near side of the lump and you can drive at any speed you choose up to, say, 100 mph in relative calm. Go past the lump and you open everything in the two 4-bbl. Carters. The exhaust explodes like Krakatoa and the wailing howl of surprised air being sucked into the intakes turns heads for blocks. Baby, you know you're in the presence.

If you are on a drag strip, as we were, you discover that standing quarter-miles can be covered in the 13.5-second range at a terminal speed of just over 105 mph. That is making it for a car which weighs in at 3958 pounds.

Of course the Road Runner's race car complexion is reinforced by its suspension.



It is incredibly stiff—guaranteed to produce extreme discomfort for anyone but an enthusiast. All Hemi Road Runners are built with higher rate torsion bars and rear springs than their 383 counterparts. Obviously, it handles well. Not as good as the Chevelle because it has a strong understeering nature that requires a heavy throttle foot to get the tail out, but it does corner very predictably with very little body roll. Wherever you are, you are always reminded that the Road Runner is only a notch or two away from a true competition car just by the way your eyeballs rattle in the sockets whenever you hit a tar strip.

In a car as fast as the Hemi, you'd better have brakes equal to the task, and they were. The Road Runner stopped in a straight line from 80 mph in 245 feet (0.87 G)—shorter than any of the other cars. However, brake fade was noticeably greater than in the Ford or GM cars. We normally make three stops from 80 mph. Since it was almost impossible to obtain impending lockup on the third stop we tried a fourth, just to see what would happen. Even though the pedal did bottom out and the required pedal pressure was very high, the Road Runner stopped in less distance than the first two tries—and with no swerving. We would consider the brakes very satisfactory for street operations but fade could be a problem in very hard driving and needs improvement.

In the driver's compartment the Road Runner was—as expected—stark. That is what Econo-Racers are all about. The instruments are arranged in a horizontal line on the dash, white-on-black and very easy to read. No oil pressure gauge was present or available, which registers as a true felony considering the \$813 price of the Hemi. We weren't exactly turned on by the tachometer either—it had a circular face occupying a small rectangular spot in the instrument panel, half hidden by the steering wheel rim. The Woolworth's Five and Dime appearance combined with a 5000 rpm redline (about 800 rpm below where the transmission automatically upshifts) make you wonder whether that \$50.15 option is real or a decoration in bad taste.

The Road Runner's most conspicuous ornamentation change for 1969 is that the chicken decals are now in full color. No matter where you look—on the doors or the deck lid or the instrument panel or the steering wheel hub—there is that unfortunate beep-beep bird looking back at you. It's the only light touch on an otherwise totally serious car. That is if you can have a light touch with a heavy hand.

So that you will know we weren't completely distracted by the Hemi's thunder, we checked out some of the more mundane areas which add up to automotive virtue.

*Continued*



(Continued)

The rear seat room in both of the Chrysler entries was substantially better than the rest of the pack, particularly in leg room, and both had more spacious trunks. Ventilation, thanks to vent windows, was another of the Plymouth and Dodge strong points as was the efficiency with which the windshield wipers went about their task.

In case you came in late, the Hemi-powered Road Runner is one hell of an Econo-Racer. It goes about its intended purpose with a sort of well prepared confidence not found in the others. It probably has zero appeal to the faint-hearted but that is the least of our worries—and it should be the least of yours. The only area in which it falls wide of the Econo-Racer goal is price. At \$4,362.05, as tested, it wasn't the most expensive car of the group but it certainly would have been had they all been equipped as we suggested. With just the options we asked for, the Road Runner still would have listed at almost \$4,240. All we can say is that this kind of excitement doesn't come cheap, no matter what your hang-up is.

#### SUPER BEE

The issue was not nearly so clear in choosing a second-place car but, after polling the staff, the Super Bee was selected to fill that slot—with strong sentiment in favor of the Cobra nonetheless. The Super Bee was fourth in acceleration and third in both braking and handling, which add up to the same performance rating achieved by the Cobra. It was the exceptionally well-coordinated feel of the Dodge, combined with really outstanding instrumentation, that made the difference.

The test car was powered by the standard 335-hp 383 cu. in. V-8 breathing through the optional cold-air induction system that feeds fresh air to the carburetor through two hood scoops. Cloudbursts and storms will never see the inside of your engine because a red knob under the instrument panel (labeled "carb air") has been provided so that the driver can manually close the scoops. Of course, this little feature makes it very easy for us to see if Dodge is really giving you your money's worth in performance or if the scoops just add up to expensive decoration. Dodge does not speak with forked tongue. In a standing quarter-mile the open scoops are worth exactly one mile per hour and slightly more than one-tenth of a second in elapsed time.

Even though the Super Bee was the lightest car of the test, with a curb weight of 3765 pounds, we were a little surprised when the average of our acceleration runs was 14.04 seconds at 99.55 mph. We know that a combination of the air scoops and the extra traction of the Polyglas tires is worth about 1.5 mph in the quarter but the car still seemed faster than other Super Bees we've driven. A careful scrutinizing session turned up two questionable pieces

of hardware; a dual-point distributor and a large diameter exhaust system similar to that used on the Coronet R/T. A quick check of the AMA specifications—gospel throughout the industry—indicated the parts were standard equipment. Just on a hunch, we checked further and discovered that the 383s coming off the assembly line, as we suspected, have single point distributors and smaller, 2.25-inch diameter exhaust pipes.

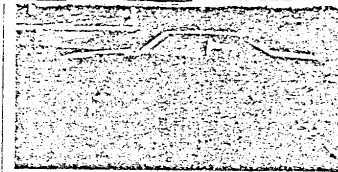
Knowing that, we can't consider our test car's performance to be representative of a 383 Super Bee you would buy. From our experience we would estimate a production car in good tune to run about 98.5 mph in the 14.20-second range.

In the braking tests, the Super Bee performed almost exactly like the Road Runner which is not too surprising since they both use identical braking systems. The Dodge required an additional five feet to stop from 80 mph which is well within production variation.

Since the 383-engined cars have lower rate torsion bars and rear springs than the Hemi models, it is not surprising that they also have more body roll when cornering. In fact, the Dodge had more body roll than any other car in the test. Even so, the car handles well with moderate understeer and good directional control. The relatively quick power steering is an aid in maneuvering despite its light effort.

Since both the Super Bee and the Road Runner are built on the same basic body things like trunk space, seating room and windshield wipers are identical, but the Super Bee takes a giant step forward with its instrument panel—shared with its more expensive sibling, the Charger. This panel contains a complete set of easily readable gauges mounted directly in front of the driver—all marked in a no-nonsense style. Dodge has everybody covered on this point. Not so good was the column-mounted (automatic, remember) transmission shifter—also shared with the Road Runner. It was completely average in its operation with Jello-like detents that may be satisfactory for the unenlightened millions but not for a performance advocate.

Like the Road Runner, a high degree of excitement is engendered when you are driving the Super Bee. Somehow, it just feels like a racer. The ride is taut. You are incredibly aware of the road. It is just exactly the opposite of what Detroit considers to be good manners in their bread-and-butter family sedans—but family sedans are no fun. The Super Bee is in second place because it's fun to drive.



#### ROAD RUNNER

List price as tested: \$4,362.05

Options on test car: 425-hp engine, \$813.45; automatic transmission, \$39.30; performance axle package with automatic transmission, \$54.40; decor package, \$81.50; remote control mirror, \$10.45; power steering, \$100.00; power disc brakes, \$91.65; AM radio, \$61.55; rear speaker, \$14.05; tachometer, \$30.15; undercoating, \$15.60; F70 x 15 belted tires, \$90.95.

#### ENGINE

Bore x stroke.....4.25 x 3.75 in  
Displacement.....426 cu in  
Compression ratio.....10.25 to one  
Carburation.....2 x 4-bbl Carter  
Power (SAE).....425 bhp @ 5000 rpm  
Torque (SAE).....490 lbs/ft @ 4000 rpm

#### DRIVE TRAIN

Final drive ratio.....3.54 to one

#### DIMENSIONS AND CAPACITIES

Wheelbase.....116.0 in  
Track.....F: 59.5 in, R: 59.2 in  
Length.....202.7 in  
Width.....76.4 in  
Height.....54.1 in  
Curb weight.....3938 lb  
Weight distribution, F/R.....56.4/43.6%  
Fuel capacity.....19.0 gal  
Oil capacity.....5.0 qts  
Water capacity.....18.0 qts

#### SUSPENSION

F: Ind., upper wishbones, single lower arms with struts, torsion bars, anti-sway bar.  
R: Rigid axle, semi-elliptic leaf springs

#### STEERING

Type.....Recirculating ball, power-assisted  
Turns lock-to-lock.....2.75  
Turning circle.....41.3 ft

#### BRAKES

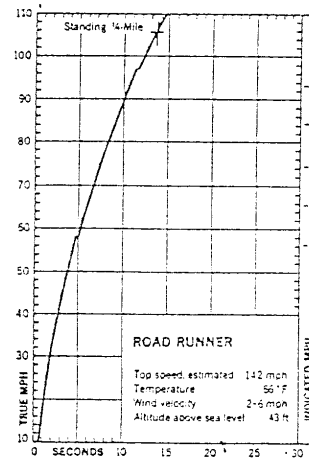
F: 11.0-in vented disc, power-assisted  
R: 10.0 x 2.5-in cast iron drum, power-assisted

#### WHEELS AND TIRES

Wheel size.....15 x 6.0-in  
Tire make and size.....F70 x 15, Goodyear Polyglas  
Test inflation pressures.....F: 26 psi, R: 26 psi

#### PERFORMANCE

Zero to.....Seconds  
40 mph.....2.6  
60 mph.....5.1  
80 mph.....8.6  
100 mph.....12.3  
Standing 1/4-mile.....13.54 sec @ 105.14 mph  
80-0 mph panic stop.....2.45 ft (0.87 G)



Text and photos by A. B. Shum in

NEXT MONTH....

# A Date With Three Strippers

*Come with us down to where the smoke and lights are  
and meet a trio of tantalizing terpsichoreans*



*— the Chevelle SS 454, Torino Cobra and the Road Runner 440 6-bbl.*

CLUTCH FLITE • HYDRO SHOCK  
TORQUE FLITE • C-6 AMX  
TURBO HYDRO • 440 6-BBL  
HY STALL CONVERTER

