

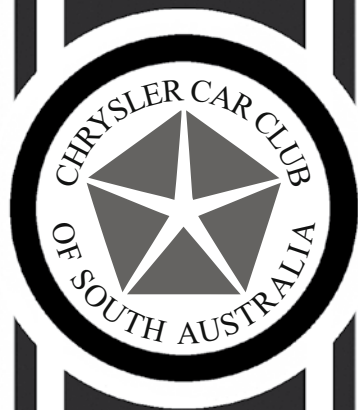


# Torqueback

OFFICIAL MAGAZINE OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



**1969 Barracudas**



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CHRYSLER CAR CLUB OF SOUTH AUSTRALIA INC

# *Torqueback*

DECEMBER- FEBRUARY 2010



All correspondence should be sent to:  
The Chrysler Car Club of South Australia Inc.  
PO Box 240  
Greenacres SA 5086

General Meetings are held every second Tuesday of every month at:  
Model T Clubrooms  
Port Road  
Croydon  
(directly opposite Officeworks)

Membership Fees  
Regular - \$20.00 per year (& quarterly magazine)  
Historic Registration - \$30.00 per year (& quarterly magazine)

Greetings all!

What a busy few months it has been. One of the best parts being that I've finally finished my studies! Another that 'Oscar' my 1961 Plymouth Suburban is finished, passed his LHD inspection with flying colours and is now registered!!! It seems a bit unbelievable that after two years of owning my car it is finally finished and that I can actually drive it. So we will be seeing you all at All Chrysler Day! A not so fun part was selling 'Saffron' my poor AP6 Safari wagon, but you can't have it all, can you.

Hopefully by now you have seen a selection of our member's cars in all their glory in 'Street Machine' magazine. There are still a couple more cars to come so keep an eye on the news stands. While your at the newsagency keep an eye out for Issue 5 of the new 'Chrysler Action' magazine, a good read guaranteed!

Well as you would have already noticed there was a slight change in direction this issue, as the Charger Specials issue is taking a bit longer than expected. So I thought it was about time for a little American Muscle so it's back to the swinging 60's.... I bring to you this issue, the 1969 Barracuda.

We explore the groovy 'Mod Top' option and take a look at Smokey's pride and joy, his '69 Barracuda. We delve into the dusty archives of 'Popular Hot Rodding' magazine, for a look at a 1969 performance test between a stock 340 Dart Swinger and a slightly modified 340 Barracuda.

Hope to see you all and your lovely Mopars at All Chrysler Day and the Mopar Mega Cruise!! Don't forget your sunscreen, hats and water! Oh, and of course your cameras!



So go dust off that old vinyl and crank some 60's psych music and enjoy this swinging issue of Torqueback.

The next issue will be the All Chrysler Day special!

Cheers **Adriana**



**adrian brien automotive**

PRINCIPLE SPONSOR OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA





Welcome to my favourite time of the year people – All CHRYSLER DAY. Christmas, New Years and all the busy work that leads up to it is over now and thank god for that .

The Chrysler club committee has been working late nights and squeezing extra tasks into our normal daily routine to make the all chrysler day the success that it is, and it keeps getting

better. This year we made a tough decision to hold official judging on the Saturday. We knew it wouldn't work for everyone but we decided it was needed to make the Sundays show event a smoother easier day on all the volunteers and judges and in past years we have struggled to get everything done on the one day.

Gone are the days when the all Chrysler day had maximum numbers of 120 or so. More cars means more work. I love it and I am greedy , so bring more cars next year for what will probably be a spotlight on chargers as it will be the 40th anniversary of their release. We are expecting a huge event for that one and we have already been talking about it within the club and committee.

I would like to thank our sponsors for helping us put on the weekend and I would especially like to thank the volunteers who put in an effort in the lead up to the all Chrysler weekend and especially on the day of the events. Without all the help the Chrysler day would struggle to be a success.

Without the great cars that come out on the weekend we would have nothing to see . so a huge thank you to all the owners of the cars as its your efforts that are appreciated the most by everyone ! Well done to you ALL.

Every year I look out onto the street and notice some very nice looking cars parked outside and wonder why they didn't come inside to be a part of the great weekend. Often they say "my cars just a cruiser or its not good enough" In my opinion if its Chrysler its cool bring it in so we can all drool.

I have noticed that the quality of the cars in the last few years is awesome and there is always fresh new cars coming out on the scene – I wonder if this will continue for the next 20 years or will it fade as we all get older? Will the next generation take over?

See ya on the road,  
**Raddy**





There once was a time when new cars were exciting, A time when anything was possible. A time when the countdown to the new car model releases for the next year left you with bated breath. The anticipation of the beautiful (or crazy) new designs and options that would be gracing the dealership showrooms and subsequently the roads in the not so distant future.

Just imagine the reaction you would have had back in 1968 when you heard that the new 1969 Barracuda Sport Coupes and mid sized Sport Satellites would be released with optional floral roof vinyl and matching seat inserts? These days the idea seems crazy and just a little crass, but remember these were the swinging sixties. A times of Twiggy, the mini skirt, Pop Art and the Beatles. A time when the youth of the day had to decide whether they were a suit wearing 'Mod' or a leather clad 'Rocker'.

To tap into the trendy youth market of the day, Plymouth decided to release the colourful "Mod Top" option package on their 1969 Barracuda's. Marketed toward the female car buying market, the Mod Top Barracuda's were advertised with the headline "Introducing the car you wear". Why not buy a car that matched the fabric of your dress?

But just the same way fashion fads come and go, so did the popularity of the mighty Mod Top. just imagine being made to drive one of these cars in the 1980's!

Some may wonder why you would want a floral wallpaper type design reminiscent of your

grandmother's cutlery draw liner on the roof of your car? But these days if your lucky enough to own an original Mod Top Mopar, your either rather well off or you've run into a great deal of luck. Even with the required cash in your bank account, you would have to be able to find one first.

As you can imagine NOS Mod Top vinyl is almost impossible to come by. A couple of interior shops in America seem to be reproducing the three different Mod Top patterns, but only when they have the demand. So if you go Mod Top Mopar hunting you'd better hope for a nice original survivor.

The Mod Top was available in four different combinations. 1. Mod Top with matching floral interior. (most common) 2. Mod Top without floral interior. 3. Regular vinyl roof with floral interior (quiet rare) 4. Possibly a convertible Barracuda with solid colour top and floral interior (none known to still exist, but there maybe some out there somewhere.)

The 1969/ 1970 Barracuda's had the option of a yellow/ green/ black floral vinyl Mod Top or Seats). Fender Tags will read 'V1P' for a Mod Top. Seats will read either 'F6J' (yellow mod vinyl with floral inserts) or 'F69' (green vinyl with mod floral inserts). The mod interior also gave you mod floral door trim inserts. These cars also have a groovy 'Mod Top' decal on their rear side windows.

The 1969 Satellite was available with a blue/ green floral. Fender tags will read, 'V1Q' for a Mod Top and 'F2Q' for mod floral seat inserts. Instead of the window decals they had a small silver 'Mod Top'

Below: 1969 Barracuda 'Mod Top'. Fender tag would read 'V1P'.



Above: 1969/ 1970 Barracuda  
Yellow/ green/ black floral vinyl



Above: 1969 Satellite  
Blue/ green floral vinyl



Above: 1969 Dart/ Coronet/ Superbee  
Possibly 1970 challenger/ Dart also  
Green/ gold/ lite blue floral vinyl



Above: 'Mod Top' window decal as seen on  
Barracudas.

badge attached to the cars C-pillar on both sides. The 1969 Dart/ Coronet/ Superbee had the option of a green/ gold/ lite blue floral Mod Top. Fender tag will read 'V1H'. The mod fabric inserts were not available on these models.

There is some confusion as to whether there were in fact 1970 Challengers/ Darts fitted with a Mod Top? It was discovered in a 1970 Dodge Trim book, that there was a covered over space on the vinyl roof page of the book. On careful removal of the paper covering this space, were the details showing the availability of a Mod Top on these models. Dealerships would usually only cover over an option if it was incorrectly listed or if it had been deleted/ discontinued during a model year. If the reason for this was the later, there could be early production 1970 Challengers/ Darts donning a Mod Top with the code 'V1H' on their fender tags. If it was in fact a mistake that it was included in the trim book, it is obvious that they had at one time considered the possibility of a Mod Top adorned 1970 Challenger/ Dart, I wonder what changed their minds?

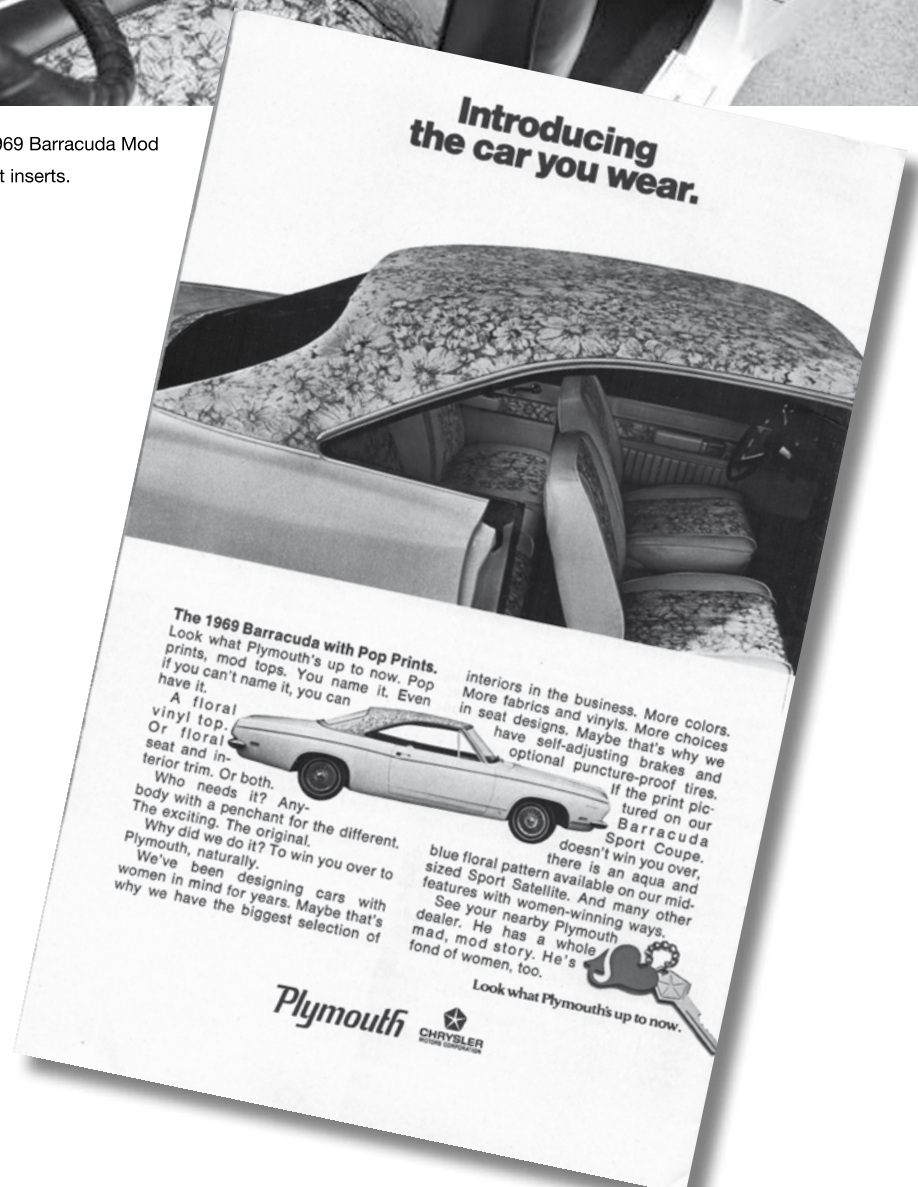
As we all know Chrysler had the tendency to make one offs or to produce special orders so there could be an exception to the information that I have listed here. Some how I don't think I will stumble across a Mod Top 1961 Plymouth Suburban any time soon though unfortunately.

For more information visit the 'Mod Top Registry'  
<http://www.mooresmopars.com/modtops.html>



Above: 1969 Barracuda Mod Floral seat inserts.

VIN	MODEL	# PRODUCED
RH23	1969 Satellite	1637
BH23	1969 Barracuda	937
LL23	1969 Swinger Hardtop	48
LM23	1969 Swinger 340	50
LH23	1969 Dart Custom	25
LP23	1969 Dart GT Hardtop	14
LS23	1969 Dart GTS Hardtop	16
WM21	1969 Super bee Coupe	8
WM23	1969 Super bee Hardtop	18
WH23	1969 Coronet 440 Hardtop	39
BH23	1970 Barracuda (blue)	16
BS23	1970 Barracuda (blue)	17
BH23	1970 Barracuda (yellow)	26
BS23	1970 Barracuda (yellow)	<15



Left: 'Mod Top' production number breakdown as published in the April/ May 1994 issue of Mopar Muscle Magazine. It is believed that out of the 17 blue 'Mod Top' 1970 Barracuda's only one of them was a Hemil!



**CLUB CHRISTMAS LUNCH CRUISE**  
**Sunday 6th December 2009**

The Club's usual 'Christmas weekend away' this year took shape as a glorious Sunday morning on 6th December, for a 120km run down to Normanville Hotel to enjoy a sumptuous Christmas lunch. I had persuaded Karen (& myself) that taking the Imp Rallye, a week after Classic Adelaide, would be kinda fun and anyway if it broke down, we could always park it in the massive boot of Damian's Phoenix 400. As Rob & Marg had already towed us once in 2005.

Only a few cars met at the Clubrooms for the 'official' start at 9:30, and it was great to meet new member Karla & partner out in her very original VC wagon. The group took a direct route out of the city to meet several others at Flagstaff Hill coming from down south, this set-up worked fairly well. Oh yes, except that coincidentally, SA Police set up licence & roadworthy checkpoints on both sides of the road just where the other Club members had stopped !! Parking the Imp quietly was OK and as Stuart said, it was a good thing we removed the competition numbers the night before! To leave was harder, a hill start with the race clutch up a gravel driveway was required. "Honestly Officer, it's not me, the car IS that noisy & hard to drive". Actually, we just waved in friendly fashion, dropped a U-turn & everyone left without hassles. The cruise then took the scenic route (and the country did look fabulous) via Clarendon & Kangarilla to Meadows bakery for morning tea, where we met more Club members (Steve & Marie in the Purple VE-F).

Parking in Meadows was at a premium, as the Lotus club and a Bikers group had also chosen the same spot! Several bakery staff did well to keep the queues moving and the coffee, savoury

& sweet pastries were worth the wait. So much so that the Imp's seat belts had shrunk while we were in the bakery...

After Meadows it was on to Strath via the fabulous Paris Creek Rd and back to Ashbourne with Damian leading the way. The weird T-Junction at Ashbourne caught the leaders out and I nipped down the shortcut. Through Cleland Gully Rd, DeWitster & Peakster thought they set a good pace but the Imp does not lift off for corners and Steve found in his Hardtop he needed to.

Once on the Victor Harbor Rd, a few folks went into cruise mode and missed a turnoff but we waited & eventually most regrouped for a challenging section, the downhill plummet to Hindmarsh Falls, a great former Classic Adelaide stage. Then a final 30km run through Inman Valley led to the Hotel. Others who missed a turnoff went via Myponga but that was just as scenic.

Our Club President even made a special trip down just for lunch, which was just as well, for the pub staff made a great Christmas dinner with a choice of Turkey AND Ham, or crusted whiting, and choice of dessert to follow, quite good value for money in a lovely venue. Silly hats were worn, crackers popped, new friends met and old friends swapped the latest news, then traded best wishes for Christmas and the New Year. After a long and challenging drive (or navigation) in our older cars, a few took the scenic route via Myponga dam and on to Peaksters place for brews, but most were content to amble home for a nanna nap (OK, those recuperating had an excuse).

My thanks to the 25+ attendees, I received lots of good feedback on the run and all members should stay in touch for a similar Sunday lunch event in April 2010, I hope to see you all there !

Cheers **Jason**





2010  
**All Chrysler Day**  
*South Australia*



CELEBRATING  
FORTY YEARS OF THE VG VALIANT  
**SUNDAY FEBRUARY 28**

**LOCKLEYS PRIMARY SCHOOL OVAL**

CORNER OF SIR DONALD BRADMAN DRIVE, LOCKLEYS  
SPECTATORS 9AM - 4PM    ADMISSION - \$5.00 UNDER 14 FREE  
SWAPMEET SITES AVAILABLE    DETAILS - PHONE 0412 426 360

JUDGING WILL BE HELD ON SATURDAY FEBRUARY 27 BETWEEN 1PM AND 4PM  
ALL VEHICLES TO BE JUDGED MUST ARRIVE ON THE OVAL BEFORE 2PM  
YOUR ENTRY MUST BE RECEIVED BY FRIDAY FEBRUARY 19 TO BE ELIGIBLE FOR JUDGING

**Mopar Megacruise**

**SATURDAY FEBRUARY 27**

MEET & GREET 5.00 PM

AT THE LOCKLEYS PRIMARY SCHOOL OVAL



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# ***hemi under glass***

## **WHEEL STANDING BARRACUDA**

**Hurst Hemi Under Glass is the name given to a series of exhibition drag racing cars campaigned by Hurst Performance between 1965 and 1975.**

Arguably one of the most famous wheel-standers was Bob Riggie and his Hurst Hemi Under Glass. The first Hemi Under Glass was built in 1965 using a new Barracuda and a 426in Hemi V8. The car was so named because the fuel injected Chrysler Hemi engine was placed under the Barracuda's exceptionally large rear window. The result of the rearward weight transfer was a "wheelie" down the length of the drag strip.

Built by Hurst Industries, Inc, it used an 8.75in Chrysler banjo-type transfer unit that was mounted backwards and upside down, so the pinion housing faced rearwards. It's first pilot was a super stock driver called 'Wild Bill' Shrewsbury, who managed to get all four wheels to leave the ground at it's first meeting, when the Barracuda reared up onto it's back bumper. Shrewsbury left after the '65 season so the mechanic on the project, Bob Riggie, took his place. The car was dismantled and recreated to look like a 1966 Barracuda.

The next few seasons saw the car develop, along with Riggie's expertise in steering it. By 1969 the

car was new again, and steerable. Riggie set up a steering brake beside the 4-speed, floor mounted shifter. Linked to the open-type diff, it used separate callipers on each wheel. He pulled the Hurst pistol grip once to go right and pushed it once to go left. There was a separate set of callipers to stop the car completely. He also modified the surplus firewall and floorpan with a large hose, so that he could see where he was going. The wheel-standers started racing each other for ETs and to see who could pull the longest wheelie.

The last incarnation of the Hemi Under Glass lasted until 1975, when Riggie moved back home to Arizona. In 1992, Bob Riggie revived the Hemi Under Glass project with a 1966 Barracuda, and by 1995 had completed a replica of the 1968 model, too. He continues to amaze crowds around the world with his extended, full-track wheel-stands.

There have been many model kits and also diecast models produced over the years of the Hemi Under Glass. manufacturers include, Johnny Lightning, AMT, MPC as well as a limited edition 1/18 scale diecast model of the 1966 car currently available from Highway 61.



*Check out these great 'Hemi Under Glass' YouTube videos.*

<http://www.youtube.com/watch?v=iFnG8eclZgs>

<http://www.youtube.com/watch?v=5Pwrqpfjrj4>

<http://www.youtube.com/watch?v=2e6JsXtVhRI>

<http://www.youtube.com/watch?v=Sqv8damRVkM>





# plymouth barracuda

## A BRIEF HISTORY

The first major restyle of the Barracuda occurred in 1967. In addition to the fastback, a convertible and a hardtop were available. The fastback and convertible had likable styling, but the hardtop took some getting used to. engine choices expanded to include a 383ci 4-barrel V-8 rated at a low 280hp. Because the engine was such a tight fit in the engine compartment, it necessitated the use of restrictive exhaust manifolds, thereby limiting output. Power steering, power brakes, and air conditioning were not available with the big 383, again due to space limitations, making the car a bear to drive.

The performance Barracudas were those equipped with the Formula S package. the Formula S package, available with any 4- barrel engine but only on the fastback body, consisted of heavy duty suspension components, a front anti sway bar, D70x14in Red Streak tires and front fender Formula S medallions.

Only 1,841 Formula S 383ci V8 powered Barracudas were built.

The 1968 models benefited from some detail changes. The 273ci V-8 engine was replaced with a 318ci V-8 rated at 230hp, while the base engine for the Formula S, now available on all three body styles, was a 275hp 340ci V-8. the big, heavy 383ci V-8 was still available, now rated at 300hp thanks to revised intake manifold and cylinder heads. similar to the 1967 option, it upgraded tire size to e70x14in. for the race track, Chrysler built a limited run of seventy Barracuda S/Ss all painted white and powered by the 246 Hemi. if you are interested in a 1967- 69 Barracuda, forget the big blocks and get a good, 340ci V-8 four-speed. the 340ci v-8 ia a good, strong performer that doesn't ruin the car's inherent good balance. The big engines, which include the very limited run of 440ci v-8 of 1969, are just not much fun to drive except in a straight line.

The 1969 Barracuda was a carryover with a new grille. the engine lineup remained the same with the 383ci V-8 now rated at 330hp. A midyear introduction an the hardtop and fastback was the 440ci V-8 rated at 375hp. Car life magazine did a road test on a 440- equipped Barracuda, recording a 0- 60mph time in 5.6sec and a quarter mile time of 14.01sec at 103.81mph. The 440ci v-8, though, was only available with the Torqueflite automatic, manual drum brakes, and manual steering.

The "Cuda" designation was used for the first time in 1969. The 'Cuda 340 and 'Cuda 383 options were available on the hardtop and fastback and consisted of simulated black hood scoops, black hood tape stripes, black lower body tape stripes, 'Cuda 340 or 'Cuda 383 callouts, and chrome exhaust tips. The Formula S was also available, with either the 340 or 383ci V-8s.

The 1967- 69 Barracuda proved to be a disappointment to Chrysler. From 1967 to 1969 Ford sold 1, 089,000 Mustangs; Chevrolet sold 605,000 Camaros; and Pontiac sold 278,000 Firebirds. Meanwhile, Plymouth managed to move only 139,000 Barracudas. and the competition was getting tougher. the 1969 Mustang could be had with the 428 Cobra Jet engine, the Boss 429 hemi, or the high-winding Boss 302. The Camaro could be had with a hairy 396 or potent 302 Z-28. and the Firebird could be outfitted with the Ram Air 400.

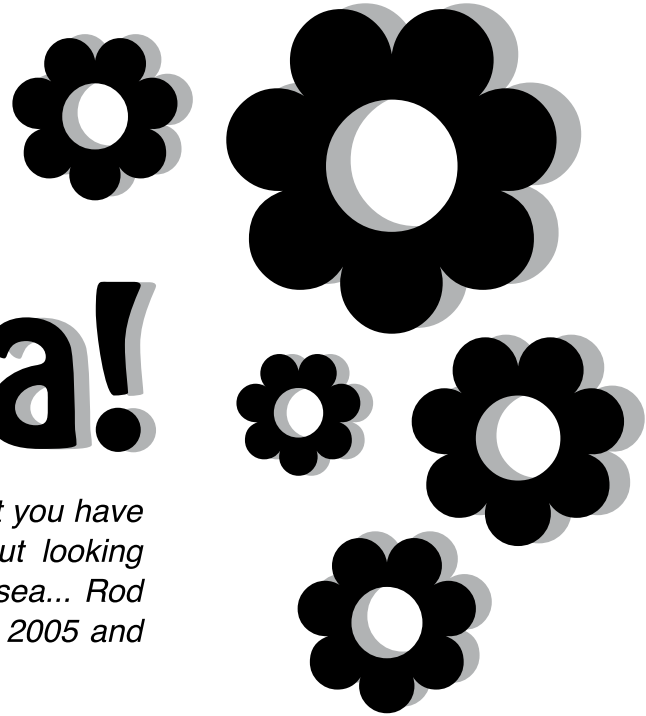
Extracted from: Dodge & Plymouth Muscle Car Buyers Guide. By Peter Sessler



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# Oh... Barracuda!



*If you've been out fishing for Barracuda lately, it's likely that you have returned home empty handed. It seems everybody is out looking for them, but there are just simply not enough fish in the sea... Rod "Smokey" Dawson was lucky enough to catch one back in 2005 and he's not about to let it slip away...*

I've always been a Chrysler fan. My father and I drag-raced a slant 6 powered 1926 Dodge bucket in the early 70's. I built a 1937 Dodge 4door sedan, '66 VC V8 wagon, '66 VC Regal with 318, '74 VJ 318 Charger and some other brand stuff that I won't mention, but I've always wanted a 1969 Plymouth Barracuda. I've kept a Popular Hot Rodding magazine from January 1969, with an article on the new Barracuda and Dodge Dart – both with the 340 V8s. I never thought that I would get one, they are pretty scarce (they only built 17,788 Barracuda fastbacks.) But I kept dreaming and hoping that one day I might find something around that era of American Muscle Car.

Mid 2005 I saw an add in Just Cars magazine for a 1969 Plymouth Barracuda 340 4barrel Formula S (only 1,431 of these were built). It was driveable, faded gold paint, ripped green interior, really well used (or should that read old and well worn) oil leaks all over, motor, gearbox, diff. But it was the car I dreamed of, just not exactly how it looked back in '69. I found some paperwork in the glove box that showed a bit of it's history. It was originally sold from a dealer in Boise, Idaho. Spent a few years in Idaho then went to Yakima, Washington state, where the owner tried doing up the motor, he didn't do many miles in it. He sold it to another gent in Yakima in about 1990. He did it up a bit, then sold it to his niece in Yelm, Washington. It was then sold to an Australian importer 2004, then to me in 2005.

The car is not numbers matching, which doesn't bother me at all, because it's got all that I need- 340 4barrel, 727 trans, 8+3/4 Sure Grip diff (3.23). This also meant that I could change the colour of the paint and interior to something that I really wanted, which is Chrysler B5 blue (1969 Formula that I tracked down). The interior I sourced from America – Legendary Interiors. The wheels are 1970 Rallye

wheels. Motor is fully reconditioned as is gearbox, diff, brakes etc.etc. Everything has been fixed or replaced. The car has some interesting options – FormulaS package, which includes HD sway bar, HD torsion bars, HD leaf springs. Light package, lights for ash tray, boot, map reading, glove box, and timed ignition switch. Interior deluxe décor package, vinyl with woodgrain inserts, map pockets in door panels, chrome bits on seats, rear arm rests with ash trays. Rallye instrument cluster, 150 MPH speedo, vacuum gauge, woodgrain surround. Vented front disc brakes with 4 spot calipers, not power assisted. (brakes work great) Cruise control and Power steering. It also has a vintage Sun Electric Co. tachometer.

It took me about 18 months of hard work to get it to rego stage. The body was filled with bog. No rust, just lots of dents filled with bog. I'm happy with the performance and general presentation of this car, it's a work in progress, not a show car just a good fun car. It does need an air conditioner.

**Smokey.**





**1969 Plymouth Barracuda**







**PERFORMANCE TESTS**

# 'CUDA 340 and



*Dart Swinger is out of the same Chrysler stable of low-budget performance cars. The stock Swinger and modified 'Cuda indicate what the cars can do in any phase.*



*POP ROD's Lee Kelley adjusts the Carter AVS carburetor on the 340 Swinger prior to drag strip runs. Dodge 340-cubic-inch engine is one of the strongest small blocks on the market, bar none.*





POP ROD TESTED TWO OF CHRYSLER'S ENTRIES INTO THE SMALL-BLOCK PERFORMANCE FIELD, A STOCK 340 DART SWINGER AND A SLIGHTLY-MODIFIED 'CUDA 340. MUCH TO OUR SURPRISE, THEY PERFORMED LIKE SCALED-DOWN STREET HEMIS. THEY'RE WILD!

# DART SWINGER

Following the initial success of its Plymouth Road Runner during the 1968 sales campaign, Chrysler Corporation came up with two more "low-budget" cars for its '69 model year, the 'Cuda 340 and the Dart Swinger. Both of these cars are advertised by Chrysler to offer the driving enthusiast high performance at a fraction of the cost. POP ROD decided to test these two small-block performance entries to determine just how competitive they would be with larger, heavier vehicles and to see if any quality corners had been cut in order to produce a low-priced package. The results were very interesting!

Frankly, as soon as we picked up our bright red 'Cuda 340 test car, we were ready to take on the world. Hold

*With headers still capped up and with street tires, our 'Cuda 340 ran 13.86, 103.32. Not bad for a 340-cubic-inch street machine!*

on to your hats, sports fans! The 'Cuda 340 has put fun back into the old driving game. We'll tell you right now that we believe Plymouth has gone the Road Runner one better with the 'Cuda 340. It's a much more polished car than was the Road Runner when it was first introduced. You don't notice that it has an "inexpensive" interior as was the case with the first Road Runners. In fact, the 'Cuda 340 strikes you as one heck of a machine! Standard equipment on the 'Cuda includes a four-speed transmission and Hurst linkage, heavy-duty suspension, Goodyear E70 x 14 Polyglas tires, simulated hood scoops and performance paint treatment. Also available is a 383-cubic-inch engine, but take our word for it, you'd be hard pressed to beat that little 340 wailer!

Our 'Cuda 340 had been modified slightly so there was no chance to test it in pure stock form. In place of the factory intake manifold and Carter

carburetor, there was a Holley 3988 unit mounted on an Edelbrock aluminum hi-riser. Hooker fenderwell exit headers had taken the place of the stock cast iron exhausts, and a set of 4.56 gears substituted for the 3.23 ratio that is standard with the four-speed. Although these speed equipment items definitely helped the performance of the 'Cuda 340, we were impressed by the overall handling of the car and not just its ability to go fast in a straight line. Sitting in the 'Cuda's comfortable bucket seat, the driver feels like he has complete command of the road. All the necessary engine instruments are directly in front of the driver so that he knows with a quick glance what's going on under the hood. Although the tach is a bit on the small side, it has good position and it's easy to read. Those front wheel discs sure make cornering a lot simpler, and numerous stops can be made without any appreciable brake fade. The 'Cuda handles like a





spirited sports car (although it's not in the same league with some of its European counterparts) even though it weighs in at a hefty 3410 lbs. with 55 per cent of that on the front wheels. Considering the low price of the 'Cuda 340 and its excellent handling characteristics, it has to be one of the best buys on the sporty and performance car scene. Oh, yes, please stand by because we haven't even gotten to the drag strip part yet!

As much as we liked the modified 'Cuda 340 we had a slightly less exciting opinion of its Dodge counterpart, the Dart Swinger. It's eye-catching, even to being a bit on the gaudy side. Where the 'Cuda came out a little better than the first Road Runners, the Swinger lags behind. The Swinger has a simple, plain interior.

Despite the low budget image we felt the instrument panel could have been better looking and more "functional" for this caliber car. About those brakes! Our test Swinger was equipped with front wheel discs and rear drum brakes. During hard stops the brakes had a grabbing tendency and heated up easily. The same heating problems went with the 'Cuda too. We'll give the Swinger the benefit of the doubt and blame it on a malfunctioning test car but it was not a happy experience.

Handling the Swinger was no chore. The Swinger tipped the scales at 3290 lbs., 130 lbs. less than the 'Cuda 340, with 56 per cent of its weight on the front wheels. Our test car was outfitted with the same 340-cubic-inch engine that occupied the 'Cuda 340 except that it was perfectly stock—no headers, stock 3.23 gears and stock intake manifold and Carter AVS carburetor. The Swinger was also equipped with heavy-duty suspension and D70 wide tread tires, and for a transmission we had the old reliable TorqueFlite three-speed automatic. If they ever make an automatic transmission better than the TorqueFlite, Chrysler will probably make it. But even the TorqueFlite couldn't cheer us up about the Swinger that we had!

Before we took our test cars to the drag strip (the ultimate proving ground), we stopped by Ak Miller's Garage in Pico Rivera, Calif., where Jack Lufkin put both cars on the rear wheel dyno. The 'Cuda 340 responded with 225 hp, the same that had been delivered by our Mach I Mustang (PHR, January, 1969), while the Swinger came up with 190 hp, the same a very respectable showing. The speed equipment modifications on the 'Cuda 340 accounted for the differ-

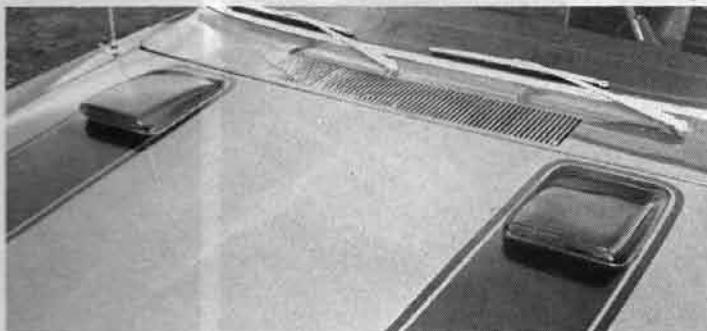
ence between the two otherwise identical engines. The drag strip results should be interesting!

Once at Irwindale Raceway we had a chance to see just how these two potent Chrysler entries could perform. And here's where the Dart Swinger redeemed itself, partially at least. Running in pure stock form, with no alterations whatsoever (just a fine tuneup), the Swinger ran a best of 14.70 seconds at a speed of 96.15 mph. That's not too bad for a 3.23 gear and 340 inches, is it. Since the Swinger had no tach, we were forced to shift by ear, and many times the shift points were carried too high. But that 340 never whimpered as it made run after run in the high-14-second bracket with all speeds over 95 mph. We knew that the engine must be turning over 6000 rpms on some of those runs, and yet we were getting virtually no lifter pump-up! That 340 is a threat even to the mighty Chevy!

We were even more surprised when we tested the 'Cuda 340. Would you

believe a best of 13.25 seconds with a top speed of 107.14 mph? We wouldn't have either, unless we'd seen it with our own eyes, but that's how fast our test car toured the quarter. Our first runs were made with stock tires and with the headers still connected to the mufflers. This netted us performances of 13.86 ET at 103.32 mph. Then we uncorked the headers and strapped on a set of seven-inch slicks and proceeded to blast out our best times of the day. Needless to say, a similarly-equipped 'Cuda 340 could run 13.50s and 106 mph all day long and still be driven on the street. And a race version should go 12.60s at 110 mph easily.

So don't look now Chevy fans, but MoPar has given its supporters something to cheer about with that wailing 340. We'd have to rate the 'Cuda 340 near the top when it comes to handling and performance. The Dart Swinger falls a bit behind it. However, since it utilizes the same wailing 340 as the 'Cuda, it can't be all bad!

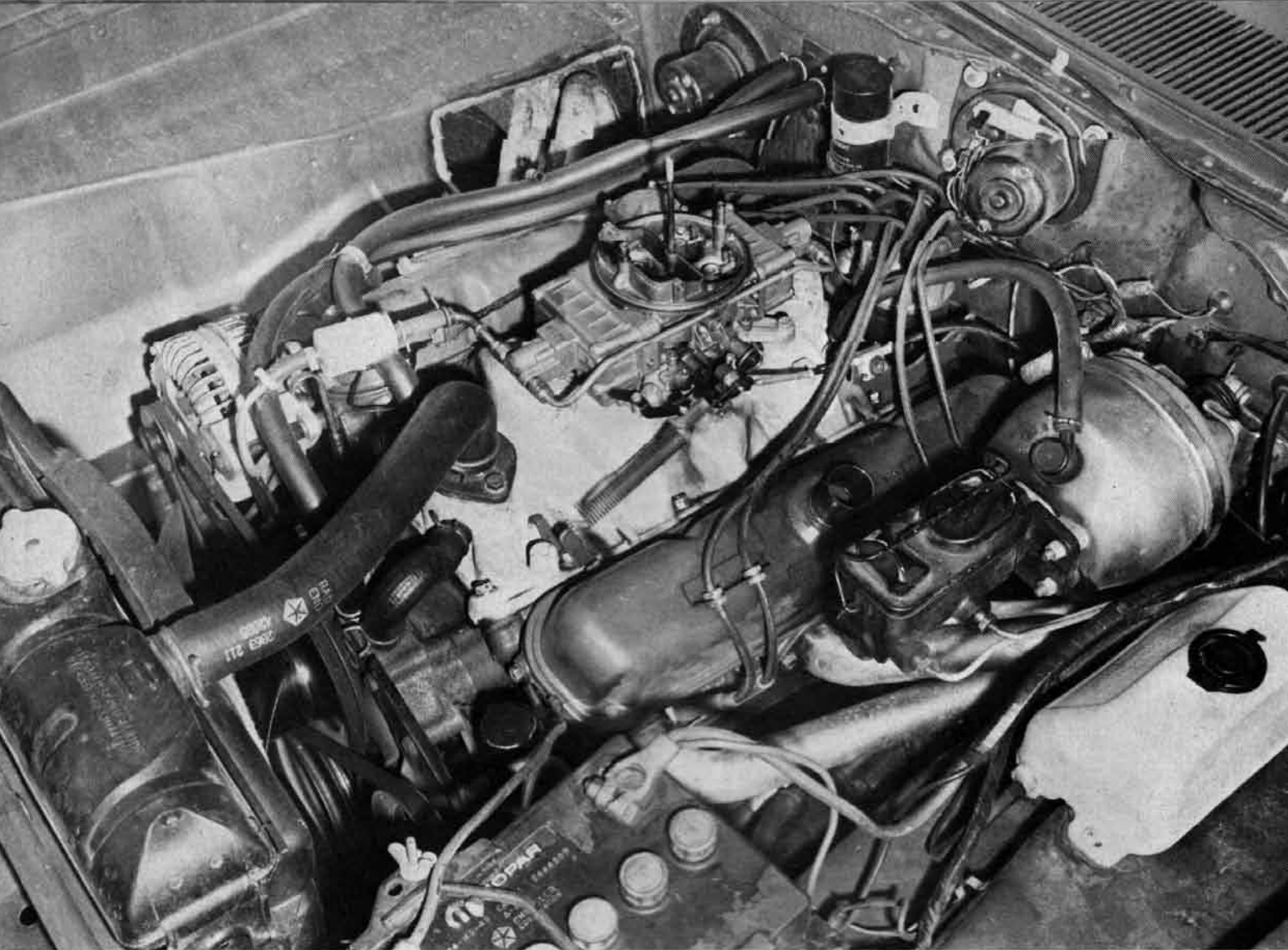


*Simulated hood scoops and accent stripes are part of the 'Cuda 340 performance package.*



*Although the 'Cuda 340 interior is plain, it's very functional. Instruments are well placed and a Hurst shifter aids in rapid shifting.*





*Hooker fenderwell exit headers and an aluminum Edelbrock hi-riser manifold and Holley carburetor were the only modifications made to the 'Cuda 340 in the engine compartment.*



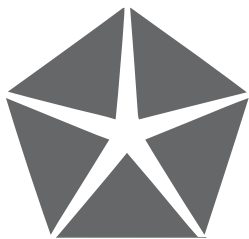
*Good Year Polyglas tires, 'Cuda 340 identification and Hooker headers decal spell trouble for the rest of the small-block performance group during the '69 drag racing season.*

#### TEST CAR SPECIFICATIONS

	'CUDA 340	DART SWINGER
Bore (inches)	4.04	4.04
Stroke (inches)	3.31	3.31
Compression	10.5-to-1	10.5-to-1
Displacement (cubic inches)	340	340
Carburetion	Single Holley 3988#	Single Carter AVS
Horsepower	275 @ 5000 rpm*	275 @ 5000 rpm
Torque	340 @ 3200 rpm*	340 @ 3200 rpm
Fuel	Premium	Premium
Weight as tested	3410 lbs.	3290 lbs.
Rear wheel dyno	225 hp	190 hp
Best ET	13.25	14.70
Best speed	107.14	96.15

#Original equipment on the 'Cuda 340 is a single Carter AVS.

\* Although equal in horsepower and torque output off the showroom floor, the two 340 test cars were not identical, engine-wise. The 'Cuda 340 had headers and an Edelbrock intake manifold/Holley carburetor combination that gave it a considerable advantage over the Dart Swinger, as the test speeds and ETs indicate.



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VE VIP V8. Ph. 8532 3283- Trevor

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VG 2 door hardtop (3M23) 245 3 speed. Ph. 0427 249 070- Mick

VK White Knight Charger bare metal respray with extra parts and spares, comes with original decals (not installed yet). Motor rebuilt to E49 specs, new

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Passenger side door rear view mirror for VJ. Ph. 8351 1751- Dave Heinrich ursis@internode.on.net

VH Pacer, VG Pacer, Charger 770 or similar. Ph. (03) 9318 0007- Chris

VC Valiant. Ph. 0431 179 841- Jason Shaw

### WANTED

Side mouldings rear of side window for 770 Charger both sides. Ph 0420 884 022- John

VE- VF- VG sedan, 6 cylinder, turn key, good original condition, up to \$5000. Ph. 0431 179 841

VF front disc brake set up. Ph 8565 3229- Taylor

Blank steering column to suit VH with VH ignition barrel & key. Ph. 0402 584 034- Lee

VF- VG coupe, turn key, good condition, original or modified. Up to \$20,000 Ph. 8244 3210 (work) or 0434 110 826- Sam

For wedding, 27 November 2010, Dodge Charger or Challenger (or any American or Aussie Mopar) Ph. 0435 124 106- Anthony

Triple webbers, 45DCOE, Ph. 0412 693 213

5 3/4" headlights (suit CL- CM), working must have 'GE' manufacturer. Ph. 0413 426 360- Jason

Dodge AT4 truck parts. Ph 0412 108 990

Dodge pick-up tailgate with 'Dodge' stamped in panel. Ph. 0418 831 283- Richard

VJ ranger bench seat, fawn. Ph. 0438 440 265

CM- CL V8 3 core radiator. Ph. 0433 783 778

VH- CM wagon (prefer CL) Ph. 048 069 100

Ap6 grille. Ph. 0411 614 583- Greg

Drivers side wing mirror for VF in good cond. Ph. 0417 802 474- Iain

Pair of Chrysler Royal tail lights, round ones with 3 domes each side. Ph. 8369 1567- Cyril

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Summer's here and the time is right for dancing in the streets, well on a set of nice white walls that is... You all should be able to rack up a few entries in your log book with all these great events in the coming months...

See you all at the most important event of course, **ALL CHRYSLER DAY...**

### February:

7th: Super Chevy Sunday, Campbelltown Oval

**9th: Chrysler Car Club Meeting 7.30pm (Model T Clubrooms)**

12th: SMASA Show cruise, Clovercrest AutoPro 6.30pm

14th: SMASA 29th Show & Shine, Regency Park,  
club display cars ring 0413 426 360

14th: All British Day, Uraidla Oval

**20th: No Chrysler cruise tonight, SEE YA NEXT WEEK!**

21st: All American Day, Tilley Reserve, Surrey Downs

**27th: All Chrysler Day Judging 1.00pm- 4pm**

**Mopar Mega Cruise, Lockleys Oval 5pm.**

**28th: All Chrysler Day, Lockleys Oval gates open 9am**

### March:

6th- 7th: Chryslers by the Bay, Geelong VIC. Bay City Chrysler Club.

7th: Campbelltown Swapmeet

11- 14th: Clipsal 500

13th- 14th: Chryslers at the Murray, Albury Wodonga, VIC

**16th: Chrysler Car Club Meeting 7.30pm (Model T clubrooms)**

19- 20- 21st: Kustom Kulture Weekender, HWY Inn

**20th: Chrysler Cruise**, Meet 7pm Welland Plaza, leave 7.30pm

27th: Old Skool/ New Age show- club display, Bice oval Christies Beach.

28th: Forwardlook Cruise (1955- '61 Chrysler, Desoto, Desoto, Imperial, Plymouth) Start: Fulham Gardens shopping centre. 9.30am for a 10.30am departure. Ph: 0423 158 342

### April:

**13th: Chrysler Car Club Meeting 7.30pm (Model T clubrooms)**

18th: Rock n' Roll Rendezvous, Birdwood

McLaren Vale Vintage & Classics Day, meet McLaren Vale main street 8.30am

If you know of an event not mentioned here contact **Adriana** at **mod\_madness\_66@hotmail.com**

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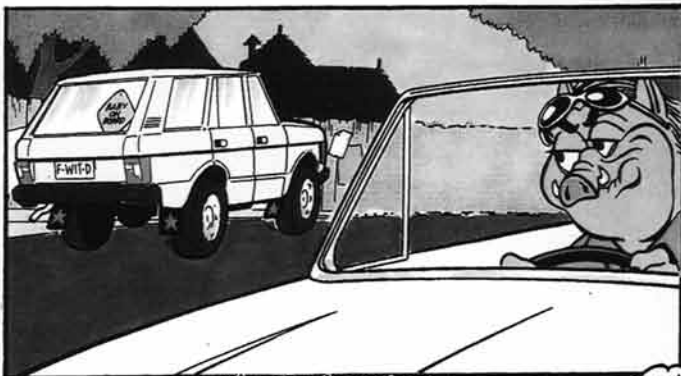
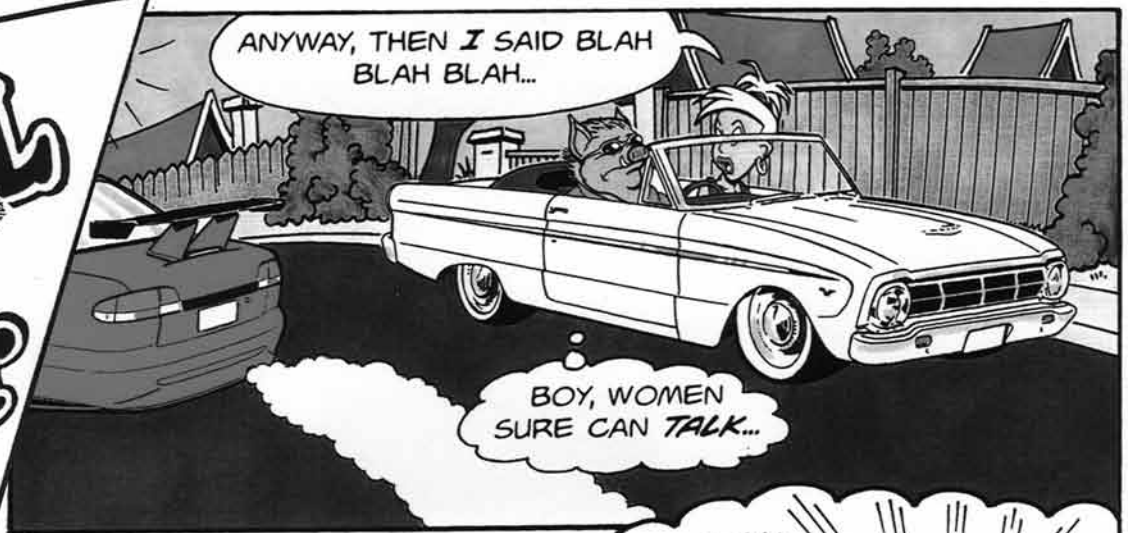
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