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COLLECTOR'S GUIDE

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Printed in the U.S.A.



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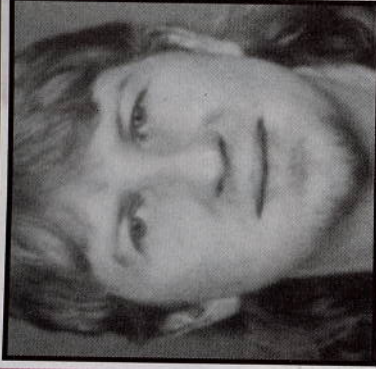
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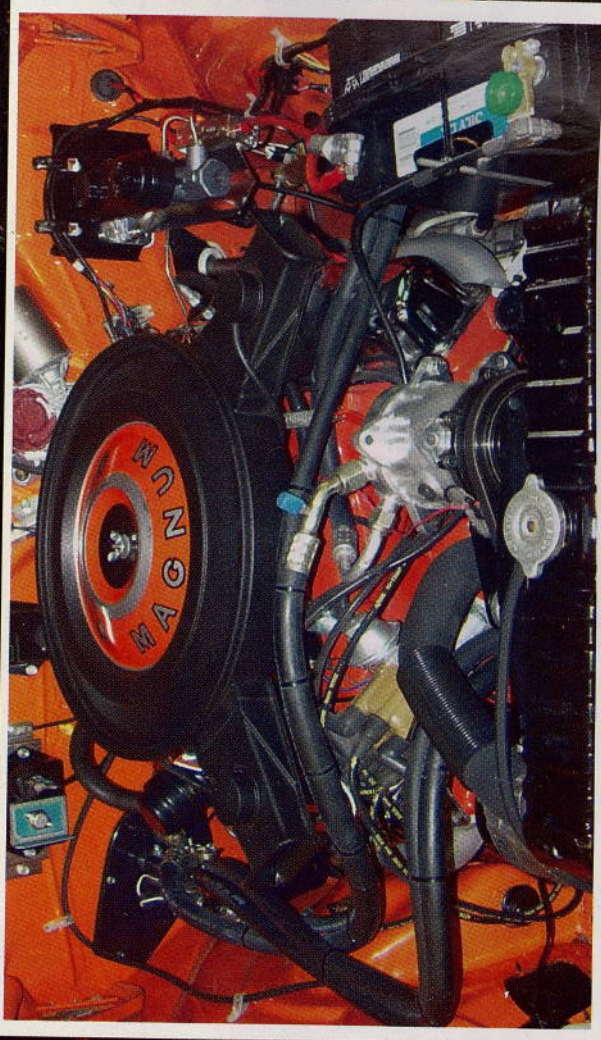
With Sr. Editor Robert Wolf

It's two days in and two more to go for me on the Hot Rod Power Tour. Since I joined Dave Ferro



## HOW TO BUILD A POWER TOUR CAR...

by Dave Ferro



Is this the motor compartment of a driver? Guess so, because we just drove it 2,850 miles, often at speeds that could (and sometimes did) get us in trouble! Seriously though, this may not be what you'd call a "reference restoration," but man, who really cares about a date coded wiper motor when you're doing 135 mph - IN THE RAIN!

Burnouts are apparently taboo on the Power Tour. After we did this big smoky, we were involved in a high-speed chase (seven miles per hour) with security in a golf cart. This chase became quite intense when we found ourselves stuck in traffic at the gate. Each time the rent-a-cop got close, we were able to pull forward another twenty yards or so. After several episodes of cat and mouse, we were at last free from the traffic, narrowly escaping the long flabby arm of the law. The next morning I was talking with some Chevy guys and they told me they were headed home. Why? Because they had gotten kicked off the Power Tour for doing a burnout, I had to chuckle. That just confirms what I always thought, Chevrolets can't outrun a golf cart!



**How does the old joke go? How do you cram ten pounds of crap into a five-pound bag? The first trick of the day was how to get everyone's luggage into the Challenger. With a little coaxing and a lot of compacting, I even found enough room for our buddy Charlie to wedge himself into the Challenger's back seat. I think he now may need a lifetime of chiropractic therapy.**

Wednesday, you couldn't have Nashville legs of the trip, was hoped for a better day. The sun was shining bright on Nashville, but we found ourselves short one friend - Bill Uhl. Bill and his 440+6 Satellite convertible, who had driven with us on the Indy and

**Dang hot rodders! Not everyone seemed excited to see two thousand hot rodders rolling through their sleepy small town streets.**

with the luggage. Until now, it had been riding in Bill Uhl's

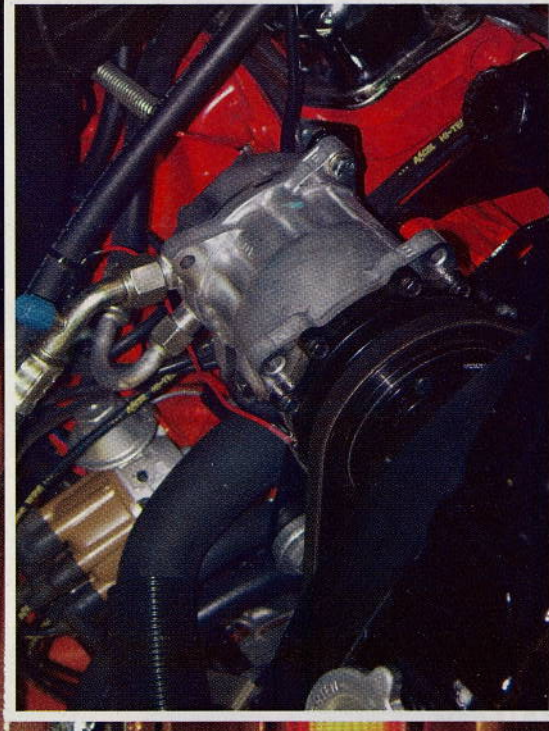
*Continued on page 8*

# IT'S 30 DAYS! Part 2

Knowing we'd be pulling some juice with all the electronics, we installed this late model 120-amp alternator. It pretty much bolts right in, but we went ahead and wired it through a volt meter as opposed to the car's amp meter. Factory amp gauges are rated for around 90 amps and 120 could easily burn out the gauge. Additionally, we upgraded the battery feed to a single 10 gauge wire. This setup worked fine for the tour, running 14.7 volts at idle and never dimming the headlights; even when the big sub-woofers kicked. Still, since the tour, we've upgraded further in cable size, feeling the smaller cable was restricting full output. When ordering one of these alternators, (available almost anywhere) be sure to get one with a V-belt pulley and not a serpentine.



Classic Auto Air provided one of their "Perfect Fit" air-conditioning kits. Besides this compressor and all the brackets and hardware for the installation, the kit included the lines, switches, condenser, and everything else needed to cool your hot rod.





**After talking smack on Moparts about Dave and I only seeing his taillights on the Power Tour, Gary Beineke's '71 Bird never made it past our Challenger.**

Satellite's spacious trunk. Challenger trunks are not known for their capacity and it didn't take long to max ours out. The rest of the bags would have to wedge in behind the driver's seat. When I was done compacting it all in, there was just enough room for Charlie Dallas, who had also been riding in Bill's Satellite.

As the sun rose slowly over the horizon, we snaked around the hilly Kentucky countryside and there was a



with rebel flag waving proudly. Dave had a surprise for me today, held back anxiously for the southern leg of the trip - a "Jed Zeppelin" CD, appropriately named "Picking On Led Zeppelin." The only way I can explain the music is bluegrass, but thanks to the familiarity of the Zeppelin riffs, it was almost as though you had heard the songs before. As screwed up as Led Zeppelin tunes done on the banjo may sound, you couldn't have asked for better driving music for the back roads of Kentucky.

Along the way, the two-lane blacktop changed to four, and the familiar cars of the morning shuffled around a bit as they stretched their legs. That afternoon, an orange car came into focus in the rearview.

It was the nose of a car that Chrysler planned, but never built, and one that MCG readers should be very familiar with - Gary and Pam Beineke's '71

**Dave thought it would be cool to listen to banjo covers of Led Zeppelin tunes as we wound our way through the back roads of Kentucky. When we rolled into Alabama, we were greeted by this welcome sign. With visions of "Deliverance" in our heads, the banjo riffs suddenly gave us an uneasy feeling!**

G-Series Superbird. Gary had been talking smack on Moparts.com all year about Dave and I would only see his taillights on the Power Tour.

**PICKIN' ON LED ZEPPELIN**  
VOL. ONE & VOL. TWO  
BY GARY BEINEKE

SMILE PARTY

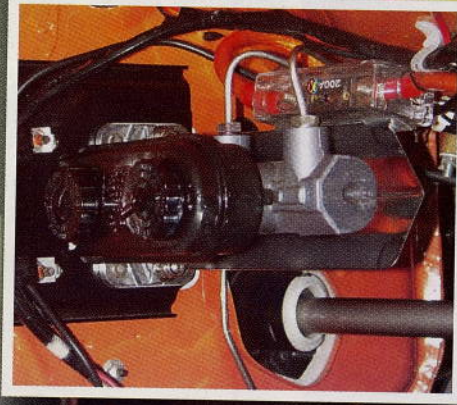
**Charlie thought that checking us into a Holiday Inn Express would make Dave and I smarter. When he awoke to find us luggage cart racing down a thirty-foot drop, he knew his efforts had been in vain.**



**To hang with the big boys on the Power Tour, you have to run an overdrive unit. We used a Gear Vendors unit, which gave us gas mileage of 13 m.p.g. highway and easily sustained speeds of 100 mph at just over 3,800 rpm!**

About that moment, I heard the Superbird's one-of-a-kind Six Barrel Hemi sucking oxygen in. Quick on the gas, Dave

*Continued on page 10*



Magnum HP supplied us with one of their light weight disc brake master cylinders which we plumbed to Master Power front discs and factory 11" rear drum brakes. We chose manual discs over power and rear drums over discs simply due to personal preference. This setup can haul this thing down from high speeds real quick. We also used Magnum HP's heat shield, but never really saw under hood temperatures that made us feel it was absolutely necessary.



Besides being packed with all the camera gear, clothes, tools, and magazine paraphernalia, we also filled the trunk with a custom sub-woofer enclosure. Here, Dan Bowen from Becker Audio stuffs the enclosure with a thumping sub. Funny, a day before this photo was shot, Dan was a long hair. That was before he stuck his head into the trunk full of fiberglass! Now, well, can you say buzz cut? He built the enclosure well up and into the wheel well, effectively saving space while maximizing boom-boom. Look close and you'll see this guy is quite the system artist. Notice the custom-built and barely visible amp rack supporting two; count 'em two Alpine amps!



It really has nothing to do with hoppin' this one up, but we just had to show you these floors. We pulled the interior to make it easier to wire the new sound system, trans control, and other junk. When the carpets came out, this is what we found - a joy to the eye of any restorer! Still shiny orange paint on the original thirty-five-year-old floors! Soon to be covered in sound deadener, this is a sight not many salt belt muscle car owners see. Notice, we have already begun installing the under dash components of the Classic Auto Air HVAC system. This really made a nice addition in more ways than one. On a certain really muggy, foggy morning, we really appreciated the dehumidified defrosters. Again, something only resto guys might notice is the painted shifter mechanism and rubber boot. I did that as a kid after staring at a purple bracket in my blue four speed car. You know, there's that little spot on a four speed that body color metal shows through the console. Duh! Live and learn, that spot don't show on an automatic!



**Liquid sunshine.** It may be called The Sunshine State, but all we saw in Florida was rain. We quickly found out that just because you have a new vehicle, it does not mean it's going to handle in the rain. Unlike some of the new cars and more radical rods, our relatively stock Challenger handled the wet pavement without a problem.

buck-twenty-five when the sky opened up. We're not talking a little rain, but a literal deluge! It wasn't a matter of who had the faster car now, but who had the gonads to carry on! Probably making the wiser choice, Gary lifted first and the Superbird tucked back behind us and Frank's Satellite. As we continued at 110 mph for another couple of miles, Dave flicked on his running lights to



us, along with someone very special to Frank. Mere miles from his home, Frank's wife Tina and young son Aaron came out to visit with us. Since Frank and Matt were so close to

**A/C is nice, but Classic Air's system is a "must have" in the rain. Their defroster kept our Challenger's windows crystal clear.**

make sure Gary would remember who was looking at whose taillights!

The afternoon rain storm had slowed us down and we didn't roll into the scheduled stop at the Grand Old Opry until well after 5 o'clock. Despite the rain, which was just starting to let up, there was a full house of hot rods to greet



Not really doing anything but posing for this photo, John Becker acts like he's working. Just kidding, the spaghetti that went into this car really took some patience. Remember, we added power door locks, a power antenna, power windows, am/fm, a CD changer, two amps, a custom sub, a 5,000 song iPod, remote alarm system, and more. And that's not counting all the stuff needed to run the car! It took a real professional to do the job, and John's just that; professional. I let no one touch my cars, as quite frankly, I trust no one with my cars. Becker Audio (215) 942-0303 put together a system that will make your ears bleed and in just under five days!

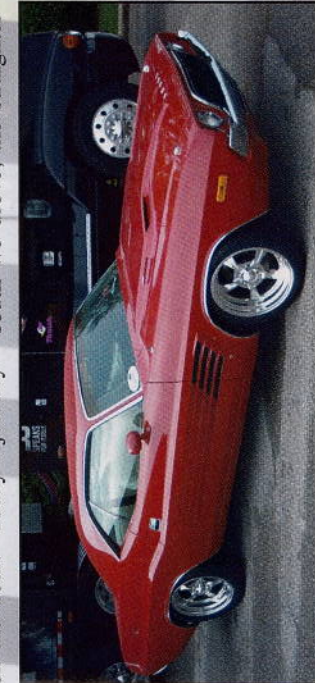


this stuff really paid off on the long haul!

Okay, time for purists to cover their eyes. Yes, this is a '70 only console, but ya know what? So what? We mounted one-touch power window controls (bottom) with concave switches for easy use while driving at speed, and yeah, they are lit for nighttime use. We attached a Gunslinger "Pistol Grip" to the Slapstick shifter and topped it with a trick button to operate the Gear Vendors overdrive. Cool, huh? Moving on, we took a console originally designed for a factory cassette deck and modified it to contain even more stuff. Two 12-volt accessory outlets, a volt meter, and controls for our back up fan, fuel pump, manual overdrive, even a map light. Faced with original matching woodgrain and lettered to match the dash, the thing really kinda' looks like it belongs there! It was ironic, many of the creature comforts we added seemed excessive - until we hit the road for hours on end that is. I mean, I've had stereos in cars and never even turned them on, choosing to listen to the engine sing its song. Well let me tell you, even die-hards tire of that eventually, and



**They even had a special car wash set-up for the Fords.** Columbus for the Chrysler Classic Friday morning, so Thursday was to be my last day on the Tour. Today's journey



would send us straight down from Alabama toward the Gulf; Tallahassee, Florida to be exact. Frank and Matt were back from their nearby homes early, and everyone was anxious to finish what was started in Wisconsin. Dave threw me the keys to the Challenger and said "it's your turn to drive."

I was amazed at how tight the car was! All the great parts we got had transformed this thirty-five year old beast into a modern-feeling machine. I found a sweet spot at about ninety, aimed due south, and we were off again. The farther south we drove, the straighter

**No old Mopars were harmed on the Power Tour that we know of, but this Ford guy wasn't so lucky.**

the roads became. The landscape gave a sense of how far we had come - no more rolling plains, just sandy soil and palmettos. The air was thick that day, like I'm used to in Louisiana. My friends asked if I thought it would rain, but I think they already knew the answer. Knowing the typical summer southern weather pattern well, I gave them fair warning that by 3:00, we would



*Continued on page 12*

The power window kits from Becker Audio were simple to install right onto the factory regulator. If there was a part that we needed most on the Power Tour, it would be the Gear Vendor overdrive. If there was a part that drew the most attention; it would be the power remote control windows. Many a jaw dropped as we pulled up, parked and walked away as the car locked itself, rolled up its own windows, and tooted goodbye, all from one touch of a remote key-fob! Barely visible, (because they are so perfect) is the brand new door glass from Muscle City Glass. The original glass was badly scratched and the new tinted pieces not only made the car look better, but kept interior temperatures down when we parked in the hot Florida



sun. Wait ... there was no sun in Florida!

Also clearly seen here is the Dynamat sound deadener all over anything that could be covered. This stuff also comes in liquid and we sprayed liberal amounts of the stuff in the doors, quarters, kick-panels and just about everywhere else. We cruised with two "noise/vibration/harshness" engineers from Mercedes, and one who rode in this car remarked just how solid and quiet the ride really was. Read all about those escapades and more I couldn't say here at [www.totallyautoc.com](http://www.totallyautoc.com).

the coolest cars in the country. That afternoon, we came up on a cool '62 Imperial. It was leg-

The richest payout in Mopar drag racing, The Monster Mopar Weekend, never ceases to draw the fastest Mopar racers from all across the country. This year's event will be September 9th - 11th at Gateway International Raceway. For more info, contact 636-938-6629.

A photograph of a teal and white convertible car parked on a street. The car is positioned next to a red and white striped awning. The car's top is down, and it has a distinctive design with a white stripe running down the center of the hood and roof. The background shows a street scene with other vehicles and buildings.

A photograph of a red 1968 Chevrolet Camaro parked on a street. The car is shown from a side profile, facing right. A person is standing next to the driver's side door. The background shows a street scene with buildings and other vehicles.

Somehow, the grounds at Tallahassee had escaped the rain... for the time being at least. Being well into the trek, we ran into a bunch of Mopar fans that had been fol-

lowing our adventures on the Internet. The stop was cut short, as the rain was coming and the hot rodders went scurrying like rats off a sinking ship looking for higher ground. That was it for me. I hooked a plane out and the boys took it home, picking up their long haul awards the next day in Kissimmee.

It was so much fun we're already planning to do it again. For 2006, MCG plans to crash the Hot Rod Magazine

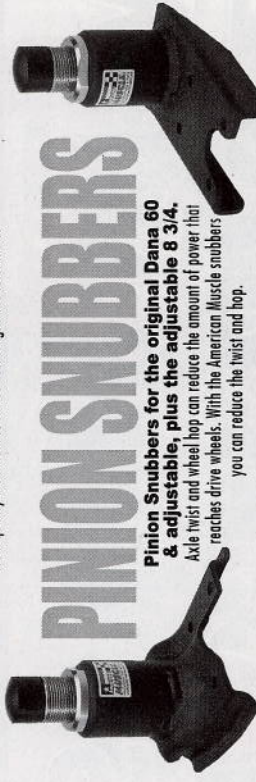
A photograph of three people standing in front of a red truck. The person on the left is a man in a black t-shirt and jeans, holding a green sign that says 'LONG HAUL' with a white arrow pointing right. The person in the middle is a woman in a yellow t-shirt and blue shorts, also holding a similar sign. The person on the right is a man in a black t-shirt and jeans, holding a third sign. The signs are green with white text and a white arrow. The truck is red and has a white stripe on its side. The background is a plain, light-colored wall.

**And then there were three. Dave, Frank, and Matt take the Mopars to the end.**

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