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**→ INSIDE:
'10 CAMARO
CONVERTIBLE**

GOOD METAL

Everything is recyclable, even Dodge Chargers!

By Steve Magnante / Photos: Steve Magnante



No, this isn't a behind-the-scenes peek at the Warner Bros. backlot. While the Dukes of Hazzard wrecked plenty of Dodge Chargers in the name of entertainment, these scenes of destruction are a little different. That's because these Chargers are located at Desert Valley Auto Parts (DVAP) in Phoenix. The silver lining to this death cloud is these cars are all going to be recycled—not into soup cans or washing machines but as freshly restored Chargers.

Everything you see here, from a complete project car to a small slice of bodywork, is for sale. So if your workshop is empty and your fingers are itching or you already have a Charger but need a skin graft, call DVAP. The great thing about DVAP is the staff has an open-door policy and invites you to visit for a little sightseeing. No, you can't bring your tools into the yard, but you're free to shop and daydream like we did on a recent visit.

'66 CHARGER: FIRST FOUR-SEATER

Quickly distinguished from a '67 by the lack of fender-top turn signal indicators and fold-down rear seats, this clean and mostly complete '66 Charger could be revived without much hassle. We'd go with a Mopar Performance 528 crate Hemi, a Keisler five-speed stick, a Moser Dana 60 packing 4.10 cogs, and a Detroit Locker. With its full-length console, the '66 interior was a one-year-only deal. For the '67, Dodge divided the console in two sections to make opposite side exiting easier for back seat passengers. This Charger currently packs an LA-series two-barrel small-block, obviously a later swap, as

that mill wasn't introduced in B-Bodies until 1967. Original power came from an A-series 318 polyspherical head boat anchor.



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'73 CHARGER RALLYE 340: SMALL-BLOCK MUSCLE

This one really burns us out. Still wearing its original matte-black tape stripe graphics and TB3 Super Blue (aka Petty Blue) paint, this sun-parched '73 Charger Rallye 340 is a real time capsule and drips with squandered patina. The H-code 340 and 3.55-geared 8 $\frac{1}{4}$ rearend are long gone, but traces of greatness remain under the car where the dual exhaust pipes hang loose and the dual cutout rear valance is still present. It doesn't take much imagination to visualize the original chrome bazooka tips burbling at idle. Originally built with a vinyl top, air conditioning, and a 727 automatic, the Slap Stick shift and console are still present amid the rubble of the interior. 1973 marked the first year for the models with a rearward-slanting rear side window opening, a detail Charger spotters associate with smog-dog '73 to '74 models. All the same, this 340 Rallye is a bona fide factory performance model and deserves a happy fate.



'66 CHARGER 383 FOUR-SPEED: BANGIN' GEARS IN STYLE

Looking like something ripped from a deep-sea tuna net, this sad '66 Charger has a special secret. Not only does its door-post-mounted VIN tag read XP29G61216000—the fifth digit denoting G-code 383 four-barrel power—but a look inside reveals three foot pedals. Yep, this 325hp, 425 lb-ft, dual-exhaust, four-speed stick Charger was the next best thing to a Street Hemi for 1966 (the 440 option didn't arrive until 1967). With its trim tag confirming PP1 Bright Red paint and a P4W white vinyl gut, this thing must have been a stunner blazing the bias-ply skins across intersections at will. Though most of the usable sheetmetal has been harvested, a look inside the hulk reveals the four-speed shift hump is still present, partially hidden by the fractured remains of the plastic full-length console. We didn't check, but there's a good chance that 8 $\frac{1}{4}$ rearend packs a 2.94 or 3.23 Sure Grip with the desirable 742 case. Go gill!

'70 CHARGER 383: BIG-BLOCK FOR THE COMMON MAN

Is this any way for a big-block Charger to end its days? We figured it was just another ho-hum 318 car and weren't too impressed until we looked at the VIN tag and saw XP29LOG150122. In case you don't know, the L code in the fifth position tells us this is an original 383 two-barrel car. OK, it may not be as sexy as an N-code 383 four-barrel, but it's still a big-block, so we need to care. Truth be told, for a second we thought we were looking at an R/T, the L-code having been used to identify the 440 Magnum in 1968 and 1969. Then we calmed down and remembered Dodge shuffled the deck in 1970 and gave the R/T-only 440 Magnum a U-code designation (V-code when Six Pack-equipped). Regardless, this one still bears remnants of its power steering, factory A/C, and front sway bar. The bad news is scavengers have sliced and diced it beyond hope of salvation; the good news is those parts will likely help keep other Chargers on the road.

