

DIY BODYWORK: PANEL ALIGN TRUNK FLOOR SEAM SEALING

MUSCLE CAR REVIEW

**JUNKYARD
TREASURE HUNT**



LOW-BUCK MUSCLE

THEN & NOW

- DUSTER 340
- FIREBIRD OHC
- HORNET SC/360
- DART GT



'71 DUSTER 340:
**\$2,500 THEN,
\$11,000 NOW**

**SUPER STOCK DODGE
NASCAR-BRED GALAXIE
STREET/STRIP '65 GTO CONVERTIBLE**

DRAG RACE HISTORY: "FAST EDDIE" SCHATMAN



A SOURCE INTERLINK MEDIA PUBLICATION

SEMA, the organization that represents the automotive aftermarket, has long worked to fight the various car scrappage laws that keep cropping up all over the country. Most recently, in response to testimony delivered to Congress, SEMA sent letters to members of the House Financial Services Committee and Senate Banking Committee to counter requests that tax dollars be used to entice motorists to trade in older cars and trucks for newer models.

The current discussion of scrappage is tied to the larger debate over how the

SEMA vs. Scrappage



government should help the domestic automakers and their dealers weather the current financial crisis. SEMA's letter stated, "Cash for Clunk-

ers as a national policy, even on a voluntary basis, would come at the expense of many small businesses and ignores the better policy

option of encouraging consumers to repair and upgrade their vehicles."

SEMA emphasized that auto restoration, customization and repair shops nationwide, as well as hobbyists, would suffer with the indiscriminate destruction of older cars, trucks and parts they need if scrappage programs were expanded with federal funds. "America safeguards its artistic and architectural heritage against indiscriminate

destruction," SEMA's letter stated. "Our automotive and industrial heritage deserves the same protection."

Desert Warfare

By Steve Magnante

Regular *MCR* readers know we love visiting salvage yards in search of buried muscle car treasure. One of our favorite haunts is Desert Valley Auto Parts (DVAP) in Arizona. Every time we visit—which is about twice a year—there's a whole new crop of goodies on display.

What's more, until recently, our visits have focused on DVAP's Phoenix location. We're generally so overwhelmed with its deep stash of cars and parts, we've totally ignored DVAP's Casa Grande location—until now. Just as big as the Phoenix yard but with more emphasis on pre-1960 machinery, the Casa Grande location blew our socks off.

Let's check out some of the highlights on display at both yards. If you see something you like, know that everything is for sale. If you want to visit these relics in person, both DVAP locations welcome walk-in tourists, but only as hands-off spectators. If you need help, the DVAP crew turns the wrenches and works the torch. Does it get any better than that?



The Race Against Time
is on for These Arizona Relics

re



'64 Corvair Monza Spyder Turbo

The Corvair started out in '60 as a miserly economy car set to do battle with the VW Beetle, but by '64 Chevrolet infused the Vair with so much sporting image and performance many called it the "poor man's Porsche." It may not be as brutal as a 409 Impala, but this turbocharged ragtop is just as rare. To survive the boosted intake charge provided by the TRW turbocharger, Chevy bolstered its RPO 690 164-cube aluminum flat six with heavy-duty rods and pistons, big-valve heads and a special 2.5-inch single exhaust system (when all other Corvairs had dual systems). The result was 150 hp (and 210 lb-ft) versus the naturally-aspirated twin-carb's 95hp and four-carb's 110hp ratings. Missing only the cool turbo goodies, this 1-of-4,761-built ragtop still has its original Ember Red paint, boost gauge and close-ratio 3.55 four-speed transaxle. Somebody needs to save it now!



'64 Chevy Bel Air Stick Wagon

We love stick cars. That's why this '64 Bel Air wagon rates a spot in this roundup of drool-worthy machinery. We can tell it isn't a big-block 409 torquer by the plain crossed-flag fender emblems. When W-equipped, Chevy punched two small holes



above the crossed flags and added a simple chrome 409 emblem to alert stoplight contenders. The original-paint fenders on this longroof lack the mounting holes, so we know it's a small-block car. Let's dissect the VIN to learn more. 41635S translates into: 4 = '64 model year; 16 = V-8 Bel Air series; 35 = four-door, six-passenger station wagon; S = St. Louis, MO, assembly plant. Unfortunately, Chevy didn't add engine data to the VIN until '72, so we can only confirm it as a 283 or 327



wagon with the base three-on-the-tree manual transmission. We'd scrounge up a 409 or, better yet, a budget stroker 348 and back it up with four-on-the-floor. Heck, the pedals are already there so why not?

'65 Olds 4-4-2 Four-Speed

Verifying any '64-67 Olds 4-4-2 is a hassle since the 4-4-2 wasn't a stand-alone model (with a specific style number) until '68. As such, the VIN and data plate info are of little help in busting a dolled up F-85 or Cutlass. But one look at the quarter-panel ghost marks on this '65 give us 4-4-2 fever. The patches of original Ebony Black paint show where the 4-4-2-specific simulated vents once resided. More importantly, the five mounting holes are punched—not drilled—a likely indicator they were put there by Oldsmobile and not some wannabe.



Though an automatic transmission joined the 4-4-2 option sheet for '65, this one has likely always been a four-speed stick as evidenced by the smooth steering column and console brackets welded to the transmission tunnel. Add in the correct bodyside molding (except for the replaced front fenders), and there's a very high likelihood we're looking at a legitimate four-speed 4-4-2. Of the 25,003 built in '65, 14,735 were hardtop coupes like this one.



'77 Olds 4-4-2

With its heavy-duty cooling and suspension, buckets-and-console interior and high-visibility graphics treatment, this '77 4-4-2 is a valid member of the muscle car fraternity. This



one still wears its original white paint, sun-baked vinyl roof and light-blue 4-4-2 tape stripe and wheels. It's often forgotten that with 11,649 built, '77 marked the highest 4-4-2 sales year of the '70s. Sure, the 455 was gone after '76, but the K-code 403 in this well-preserved relic still delivered 185 net hp and enough oomph to get it into the high 16s at the drags. We're digging on the no-frills vibe and angular lines



of this final-year Colonnade-styled Olds. A year later came the downsized Olds Cutlass and the elimination of the 403 from the 4-4-2 engine roster. If you like 'em big, here's your final chance for some 4-4-2 glory.

'66 Tempest Convertible

Don't let the sexy hood fool you. The 3767 style number on the cowl tag tells us this one's a basic LeMans, not a GTO. To be The Great One, we'd have to see style number 4267. Collectors and restorers of '64-'65 GTOs aren't so lucky, as the GTO



wasn't a specific model during those years. Instead, it was an option package added to the LeMans. All the same, this solid LeMans convertible is already packing a swapped-in manual transmission pedal assembly and torched transmission tunnel.



We'd toss the existing 326 two-barrel and whip up a 455-based Tri-power backed by a T56 six-speed stick. There were 96,946 GTOs built in '66, of which 12,798 were drop-tops. With our resto-mods, this revived LeMans would be one-of-one.

'68 Buick GS350

All-new GM A-Body intermediate-sized muscle car offerings arrived in '68, and wheelbases on two-door coupes and hardtops shrank from 115 to 112 inches.

This '68 GS350 shows off Buick's new "sweepspear" design language. The GS350—like its big brother the GS400—is a stand-alone model that's identified by style number 3437 (4637 for GS400). This one packs the Super Turbine 300 two-speed automatic transmission and optional bucket-seat interior. Unfortunately, the center console has been sliced to fit an aftermarket shifter, and the stock steer-



ing wheel is missing. Aside from these boo-boos, it's complete right down to the styled-steel wheels, GS-specific hood and original 280-horse Buick 350. A total of 8,317 GS350 hardtops were built (no convertibles) versus a total of 10,740 GS-400 hardtops (plus 2,454 convertibles), proving cubes were king in '68. All the same, it wouldn't take much to restore this GS350 to its former glory.



'68 GTO Four-Speed

Now here's the real deal—a '68 GTO four-speed. We know for sure because the 4237 style number on the cowl tag proves it. Furthermore, the Q-Q paint code tells of Verdoro



Green (with no vinyl top) and the 223 trim code identifies the black-vinyl gut. What we can't learn from the cowl tag or VIN is whether it packed the base 350-horse 400, the 360-horse H.O. or the 366-horse Ram Air 400 with its high-flowing heads and hot hydraulic cam. The absence of A/C and the presence of manual brakes hint at go-fast intentions and make the Ram Air theory plausible. Then again, the austere vibe also sets the stage for the rare (and undesirable) 265-horse "step down"



400 with its two-barrel carburetor. Could it be? Thankfully we do know that the "step down" was only available with automatic transmissions, so we can rule it out here. GTOs wouldn't get engine identification codes built into the VIN until '72, adding an extra element of fun to the pre-'72 decoding game.

'69 Torino GT 390 SportsRoof

Though the base Torino GT engine for '69 was the small-block F-code 302 two-barrel, this one was born with the S-code 320hp 390 muscle mill, the top power offering for the GT line. Remember, the 428 Cobra Jet wasn't offered in the Torino GT. If you wanted 7-liter FE power, you stepped up to the Torino Cobra. Close examination of this GT's door tag reveals axle

code 9 (3.25 open differential), while the U transmission code denotes the heavy-duty C6 automatic. Don't let the raunchy primer-over-yellow paint deceive you, the A color code tells us this one rolled off the line wearing a coat of Raven Black. With the GT-specific C-stripes and 12-hole styled-steel wheels, it must have been a stunner as well as a runner.



'57 Mercury Montclair with Turnpike Cruiser Engine

The small "Turnpike Cruiser Engine" badges on the front fenders denote something very special beneath the front-hinged hood of this big Merc. While the standard Montclair mill was a 255-horse 312 Y-block with a single four-barrel carb, the Turnpike Cruiser Engine option employed a Lincoln-sourced 368-cube V-8. Since the induction is missing, we hoped it was a rare M-335 car, with factory-issue dual-quads and (surprise) 335 hp. But our research indicates the eight-

barrel M-335 was available only with a three-on-the-tree manual transmission. This Montclair has the new-for-'57 mechanical pushbutton-activated automatic. So what we have here is the 290hp, single-four-barrel 368 Turnpike Cruiser Engine. Don't mistake the Lincoln 368 as an overgrown Ford 312. Its side-by-side intake port arrangement differs from the Y-block's over/under port layout and is just one of many subtle features that separate the two engine types.



'68 Torino GT Four-Speed

Okay, this one isn't a sexy big-block, but it is a factory four-speed. The F code in the VIN's fifth position calls out the 210-horse 302 two-barrel, the base engine in the new-for-'68

Fairlane GT model. By contrast, the base V-8 for non-GT Fairlanes was the 195-horse C-code 289 two-barrel, so at least we're headed in the right direction. In addition to the parchment bucket-seat interior (trim code 8U), wide-ratio 2.78:1 four-speed transmission (transmission code 5) and 3.00 open



differential (axle code 5), we're digging the faded original Brit-tany Blue Metallic paint and contrasting white GT tape stripes. Alas, the factory transmission hump has been scavenged so restoration is doubtful.



'73 Javelin

We love AMC's quick identification by their rich VIN system. For example, this nifty Red (paint code D7) barrel Javelin. The VIN plate reads A3C3. Let's decode: A = American; 3 = '73 model year; C = automatic; 7 = Javelin hardtop; 3 = Javelin barrel; 287992 = sequential. Getting hypothetical, four-speed, the third digit need to be an M, and the sixth digit would need an 8. Don't you wish on an 8. Don't you wish on era VIN tags contained information?

'67 Sport Fury 383 Four-Speed

Usually loaded for luxury, here's a stripper '67 Sport Fury with a 383 four-barrel and four-speed stick. This one's especially austere with 11-inch manual drum brakes, no A/C and manual window cranks and door locks. The only concession to comfort is power steering. The H-code 325-horse Commando 383, A833 transmission and console are missing but

the unique floor hump and pedal assembly are still intact. It is the 8 1/4 rear axle, with an approximate 50/50 chassis and a 742-case Sure Grip inside it with either 2.94 or 3.21. Unfortunately, this rust-free but dented example is probably too far gone to be anything more than a parts car from now on. Any masochists out there?



'67 Coronet R/T Four-Speed

and diced beyond reasonable salvation, this '67 R/T retains plenty of clues—and parts—to alert the

savvy. The front inner fender walls and 375-horse 440 Magnum may be gone and the rear fenders butchered for bigger tires, but the 11-inch front drum brakes, biased rear leaf springs and clutch cross-shaft pivot mount all signify R/T status. If there's any remaining doubt, the VIN tag—which starts with the R/T-only WS23L7 sequence—seals the deal. Originally a four-speed car, there should be a Dana 60 axle out back. Instead there's a swapped-in 742-case 8 1/4 unit. The rear brakes were frozen so we couldn't



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