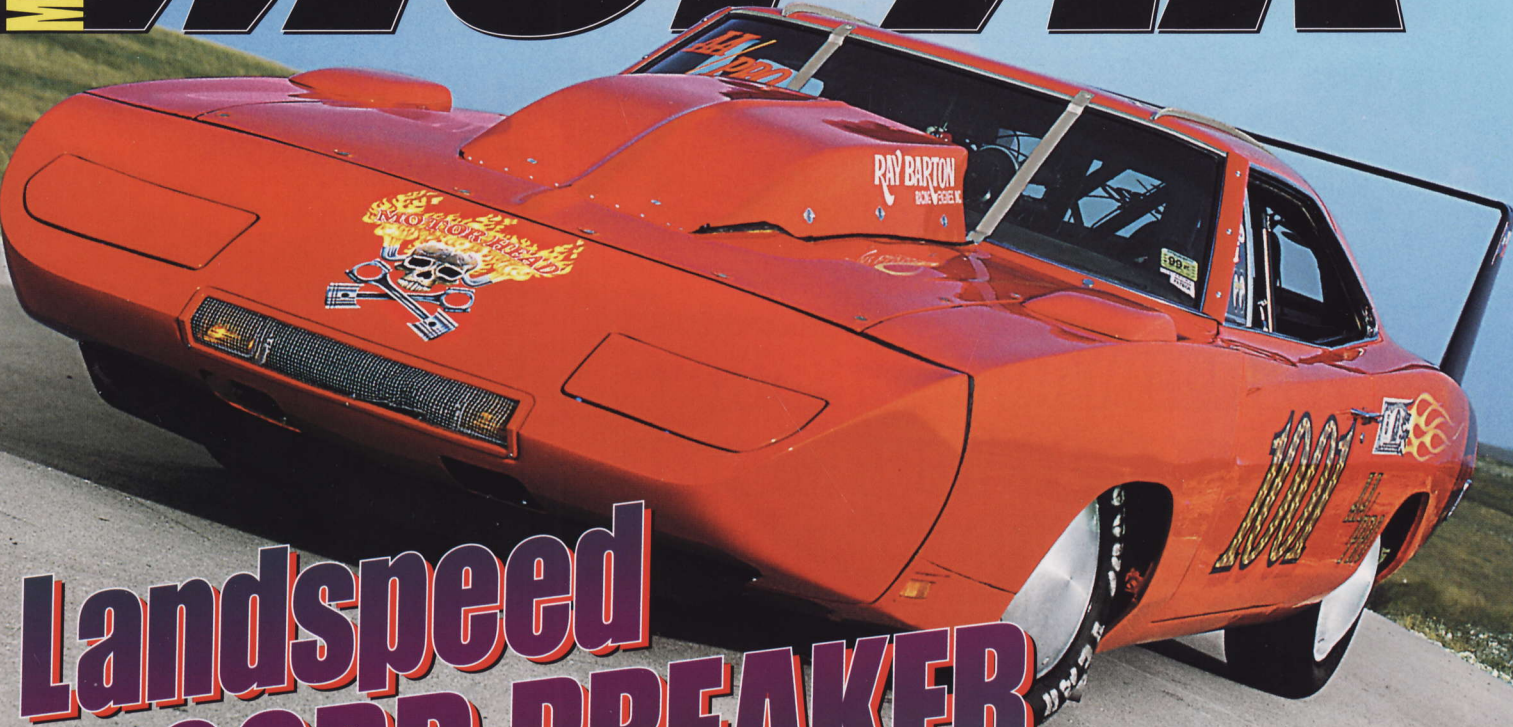


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APRIL 2002

MOPAR ACTION

# MOPAR ACTION



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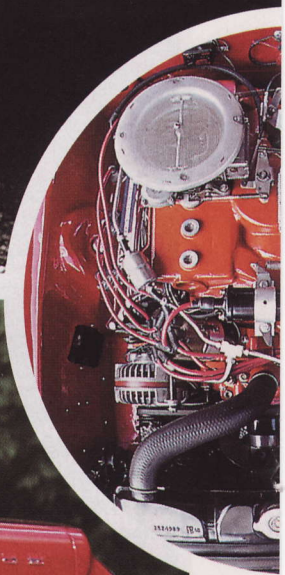
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# Forever Young

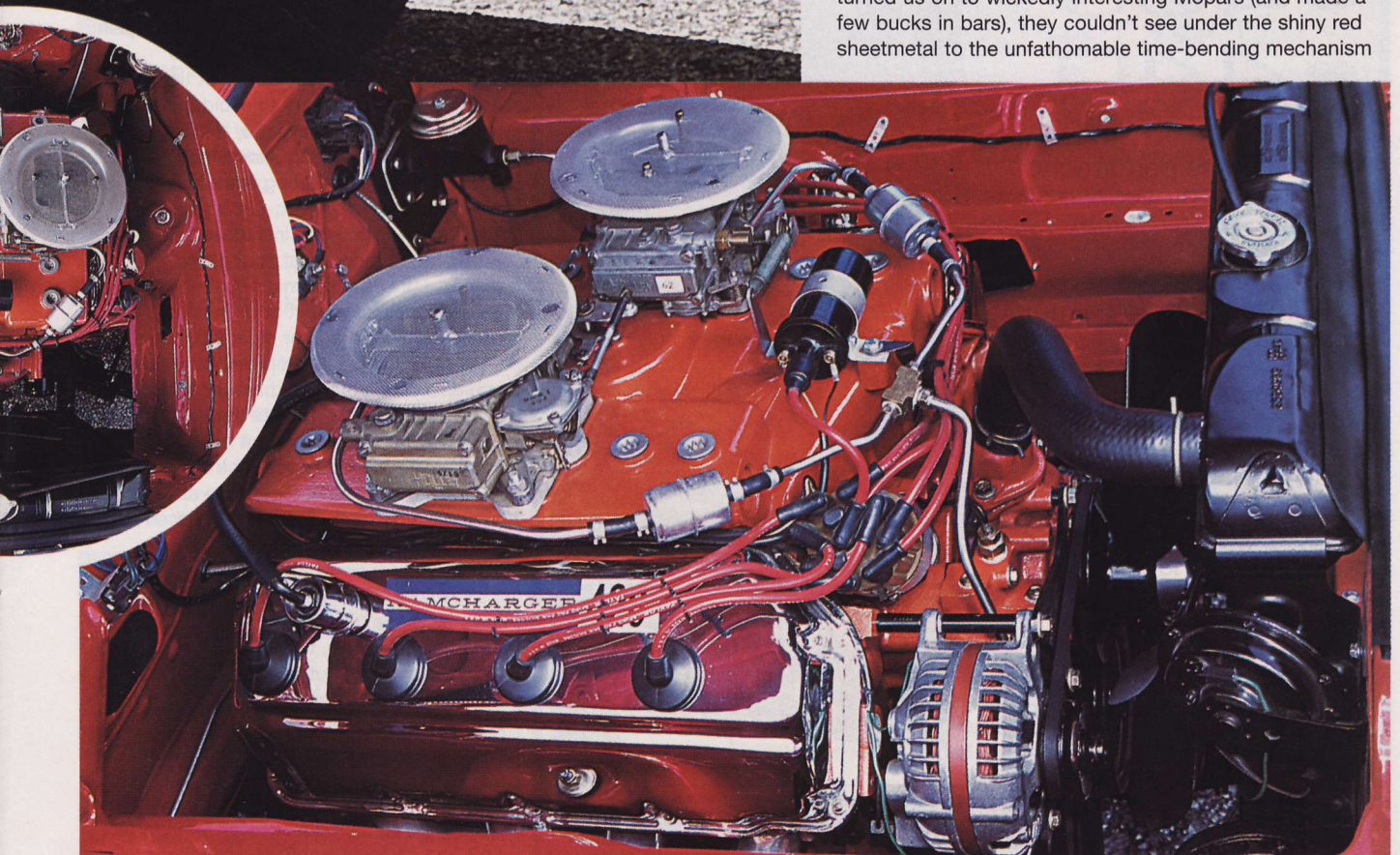
*George Young's '64 Dodge Hemi Super Stock clone is loud enough to warp time .*

**By Jim Koscs**

Photos by Bill Erdman

**T**he 1964 Dodge Hemi Super Stock package depicted in these wonderfully true-to-life color photographs is not a clone. Neither is it an original. What you are looking at is a fully functional time machine made to look and sound like a 1964 Dodge Hemi Super Stock package car.

Owner George Young tells us that staffers from other magazines were completely fooled when they spotted this car at The Nats. The smarter ones recognized that it was not an original, but dismissed it for that very reason. Lacking that editorial third eye that has so many times turned us on to wickedly interesting Mopars (and made a few bucks in bars), they couldn't see under the shiny red sheetmetal to the unfathomable time-bending mechanism





## FOREVER YOUNG



***Super Stock package is correct down to aluminum van seat brackets.***

beneath.

By George Lucas standards, Young's time machine may be too crude and loud to inspire a Hollywood sci-fi epic. Yet, this car has absolutely fulfilled his mission to turn back the odometer of time, again and again. And he has witnesses, including the legendary Mr. Norm himself. (Hot tip: If you ever meet Mr. Norm, try to avoid greeting him by saying, as Young did, "I thought you were dead." At least Mr. Norm has a sense of humor and gave Young some a few of his coveted stickers.)

Other eyewitnesses include old-time Super Stock racers that Young's time machine draws like a magnet at any Mopar gathering. He says that at every show, one or more guys his age or older (50) comes right up to the car, examines it from every angle, circles around and around, checks underneath and then starts to blather like a caffeined-up teenager about how he raced a car "exactly like this one" back in the '60s. The car even brought tears from at least one of these old-time S/S drivers. But then that guy even cries when he reads Product News..

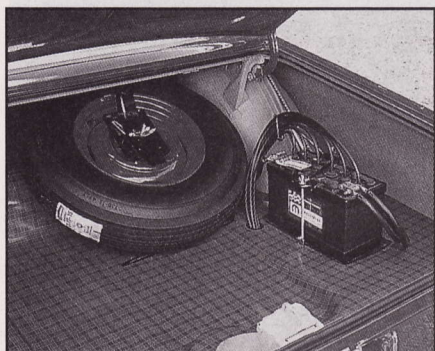
Speaking of old-time S/S racers, Young says "Melrose Missile" owner Bob Mosher of fame helped out, too. "Guys like that see the car and point out things that the history books might have gotten wrong. I just shut my mouth and open my ears and try to keep learning," Young says.

After Young describes how and why he built his time machine, his audience always makes the same request: "Can you start it up? And he always obliges, glad that he





**Polara is a time machine in every sense of the word.**



installed a heavy-duty starter. Once it's running and revving, Young's time machine is able to work its magic over a wider area. You can easily spot the people getting zapped backward in time—they're the ones standing zombie-like and smiling.

You could build your own time machine, a clone, if you will. Be forewarned, though, that any attempt to duplicate an S/S car for the wrong reasons will prevent proper function as a time machine. What are some wrong reasons? Trying to fool people, for one. Taking it all too seriously, for another. Young doesn't try to do either.

Young started this project—his first Mopar—with a memory. He'd been wrapped up in the street rod thing for 20 years, and then one day found himself time warping back to his career as a gas jockey at a Shell station in Joliet, Illinois in 1966. He was 15, and one of the guys at the station was driving a 1964 Dodge 330 post coupe with a 383/four-speed. His first encounter with a stick shift was awkward—he stalled it. "I remember saying to myself that I'd have one someday."

That someday came in 1999 when he stumbled upon a '64 Dodge 330 roller, an original 383/four-speed car and ex-bracket racers out of Texas. Young could have restored the car to its original state and had quite the musclecar—not to mention fulfillment of his teenage car fantasy. But Young felt a higher calling. Something compelled him to take the project a whole lot farther—he would recreate a '64 Super Stock package car.

Young first priced out a Max Wedge, but then decided on a Hemi when the dollars looked pretty close. He had John Arruza in Trinity, North Carolina do the honors, shipping him a correct bellhousing and

aluminum Cross Ram intake setup that he'd scrounged. Arruza is known for his Hemis, having sold a few to some guy named Richard Petty. He filled a stock-displacement Hemi block with a Callies crank, Pro Stock rods and other race-ready hardware. It's good for 550 horsepower.

"It's overkill for the street," says Young, "but I told John to build me the meanest, loudest 426 Hemi that would run fine on pump gas." The 10-to-1 compression pistons see to that. Dawson racing headers dumping into Hooker mufflers and exhaust cutouts ensure the proper loudness. Young also located a Hemi four-speed for the package. Young drives the car every chance he gets, only trailering it to shows that are many hours away.

Young, a railroad worker (like W.P. Chrysler before him), spent seven months building his time machine, but not before researching the Hemi Super Stock package thoroughly. "I dug up every scrap of information and photograph I could, and I talked to people who knew these cars." He found the correct Dodge van bucket seats and bought the repro aluminum brackets. He made the hood plate himself, and some of those old-timers have told him it's better than the original. By stuffing K&N air filter material into the rubber hood seal, he's able to drive the car with the Kramer velocity stacks attached. Young decided to leave the back seat in, because he sometimes takes his 15 year-old daughter to the car shows.

Young took the Dodge 330 completely apart, right down to the bare metal. He attempted to mimic every detail of the original S/S cars: the floorpan is primed, and he had the chassis pieces powder-coated black to look like chassis black. The tranny and rear were also left in primer.

Aside from the engine and paint, Young did all the work himself. He modestly says his goals with the car were to win a First Place at the Mopar Nats (he did, in the "Clone" class), a "Best Musclecar" award from the Good Guys (he placed in their Top Five in the country) and to get into a *real* magazine (he's still waiting). He's still grappling with the fame that comes with building a machine that bends time like a pretzel. One result is that he's been inspired to build another type of time machine. George, just call us when it's ready. We magazine guys have plenty of time. ★