

not of the loud variety. Painted steel wheels with poverty caps complete the reserved effect, but for all its subtlety, this is no stripper.

Its Formula S package consists of the sweet 340, dual exhausts, heavy-duty suspension, E70x14 wide-ovals on 14x5.5 wheels, medallions on the fenders and engine plaques on the hood. The extra-cost Torque-Flite tranny and 3.23:1 Sure Grip final drive send 340 lbs.-ft. of torque to the ground. Steering is power assisted and the binders are of the power disc variety. Inside, the options start with a console between the standard bucket seats, which feature headrests. The Decor Group, Light Package, Rallye Cluster and Sport (wood grained) steering wheel finish the interior comforts. And let's not forget bumper guards, front and rear.

Dave bought the fully documented car from its original owner a few years back with only 43,000 miles on the clock. So fussy was the owner that he had tied thick rubber pads around the gas and brake pedals to protect the stainless steel pedal surrounds.

Smitten by its originality and this obvious care, Dave felt safe in buying it without a test drive, but anxiety struck when he took delivery and punched the go-ped-

al for the first time. Something was wrong: Simply put, his Barracuda had no teeth.

The cause turned out to be a protective layer of carpet and plywood, installed by the original owner over the factory carpet. This limited pedal travel so much that the secondaries in the Carter AVS weren't opening. Mystery solved and obstructions removed,

the Barracuda immediately regained its teeth, and a best of 14.25/98 has since been clocked on the skinny tires.

No garage queen, Dave's little Q-ship gets regular exercise, including a yearly thousand-mile round trip to the Mopar Nats in Columbus, Ohio. Unpretentious but potent, it could surprise you.

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