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UNRESTORED '69 440 DART

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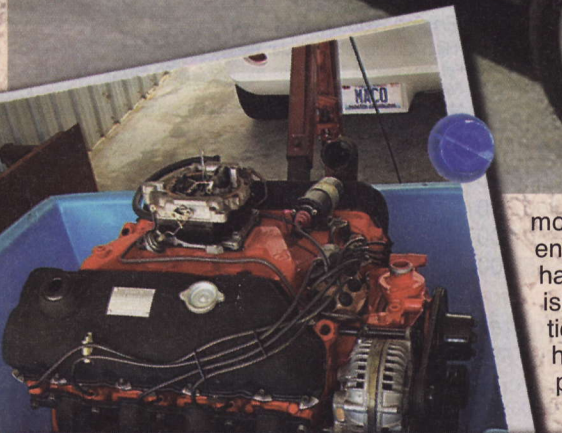
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September 2005

UNDER CONSTRUCTION



John Arruzza is hard at work building a one of a kind ride. He is putting the Ball Stud Hemi into Tom Hoover's Barracuda!



modern state-of-the-art Hemi engine, the boy's got a resume of happy customers a mile long and is big into some radical innovation. Being the Hemi fanatic that he is, John's recently become the proud owner of what may be the most historically significant Hemi engine around. Ever heard of the 444" "Ball Stud" Hemi of 1968/1969? If you have, you know now what you're looking at. If you've not heard of it, we'll have a full story on the motor in an upcoming issue, but here's the condensed version of its history.

Back in the late 1960s, Chrysler was faced with looming new emission laws thanks to congress debating and knocking around the first serious "Clean Air Acts." They knew the 426 Hemi wouldn't pass anything near what was being batted around as potential new standards, so a radical plan was concocted.

Since Chrysler's standardization of parts is widely known (parts interchangeability on old Mopars is amazing), they reasoned that their existing 383, 440, and 426 Hemi engines could be done away with in favor of one type engine which could be both a grocery getter or a fire breather with just a few mods. This led to the creation of what came to be

known as the "Ball Stud Hemi" engine, which is fairly similar to Ford's Boss 429 motors.

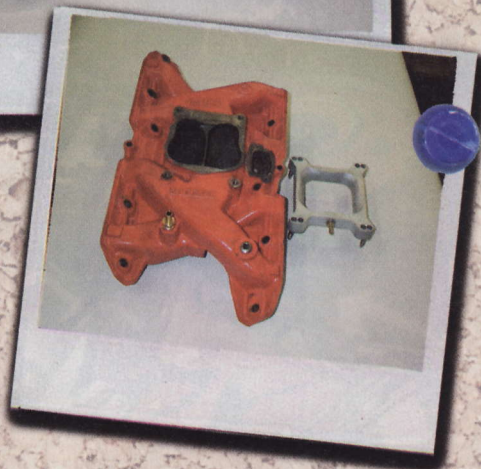
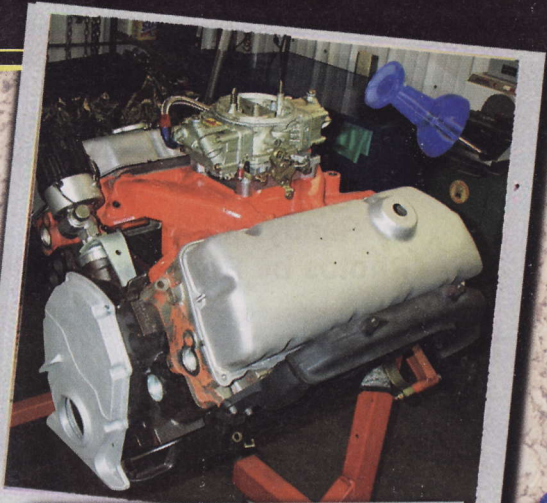
Hemi godfather Tom Hoover oversaw the project, working with practically every engineering whiz kid Chrysler had at the time. The fruits of their labor were three custom built engines which entered testing in 1969. Some reports state as many as twelve of these engines may have been built, but those involved recall only three. The project was deemed unfeasible by the bean counters and Chrysler abandoned the idea. Two motors were scrapped, one survived. That one engine was sent to Dick Landy for additional research work, where it remained untouched for thirty years.

For the last twenty years, John Arruzza has jokingly badgered Dick Landy to sell him the unique Hemi, each time meeting with a gruff good humored "no" - generally in a little more colorful language. The motor was displayed on loan to the WPC Museum in Detroit during their special Hemi display, then it went back to Landy again.

In the spring of 2004, while speaking to Landy on a completely unrelated subject, Arruzza once again asked Landy to sell him the motor. Yadda, yadda, yadda, the motor's now in North Carolina and is being rebuilt to running condition.

So what's a guy like John Arruzza going to do with this one-of-a-kind historic Hemi? He's putting it in a one-of-a-kind historic Barracuda of course. Several months back, John bought Tom Hoover's personal 1969 "M" code notchback Barracuda. Yes,

Seldom when we sit down to pen our Under Construction column do we get embroiled in things historical. This is one of those exceptions. John Arruzza of Arruzza Performance is known around the world as one of the premier builders of race and street Hemis. If you want a



the Tom Hoover, the guy who developed the 426 Hemi and was there at every step of the Ball Stud Hemi's development. One of the true icons in the history of Chrysler, Hoover's feats of engineering prowess could (and should) fill a book.

All that aside, it seemed like a natural thing to put the famous lone surviving Ball Stud Hemi into the car of the man who had designed the motor to begin with. Hoover agreed, thus Tom Hoover and John Arruzza have been swapping notes back and forth on the matter - how cool is that?

We'll go into a whole lot more detail on this in our feature of this little Barracuda once the job's done. Believe us, this is one you're going to want to read; the history on not only the engine, but the car itself, is nothing short of amazing. And isn't it interesting that both the car and the engine date from 1969 and both were attached to Tom Hoover? Truth is indeed stranger than fiction, isn't it?