



1966 Plymouth Barracuda

My name is Kris Maier and I am the proud owner of a 1966 Plymouth Barracuda I call "GOLDZILLA" the car was purchased back in the summer of 2002 and we completed the restoration in the spring of 2007. Originally this was a slant 6 car but has since been 360 swapped.

Growing up I was around cars all the time wether it was my countless hot wheels and tracks, my dad working on cars or the many times my uncle would take me "crushing for chicks" in his classics, even though at that time I thought we were looking for chickens. I always knew that I wanted a classic of my own and I'd do whatever it took to make that dream come true. So when I learned at 10 years old I could get a paper route I did just that. My mom helped me open a bank account and kept the card so I couldn't spend the money which helped me save. I had been saving for nearly 2 years when one day I was looking through the auto trader when I came across an ad for a 1966 Plymouth Barracuda, I thought the car looked really neat and different so I took the ad to show my dad, instantly he was on the phone setting up a time to go and look at the car. We ended up buying the car for \$1500 and with the help of my uncle trailered it to my parents. I continued my flyer route until I was 14 and got a job at the local Tim Hortons to continue to pay for my project and worked this job nearly full time as I finished junior high and high school.



My Cuda!



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Road Trip!

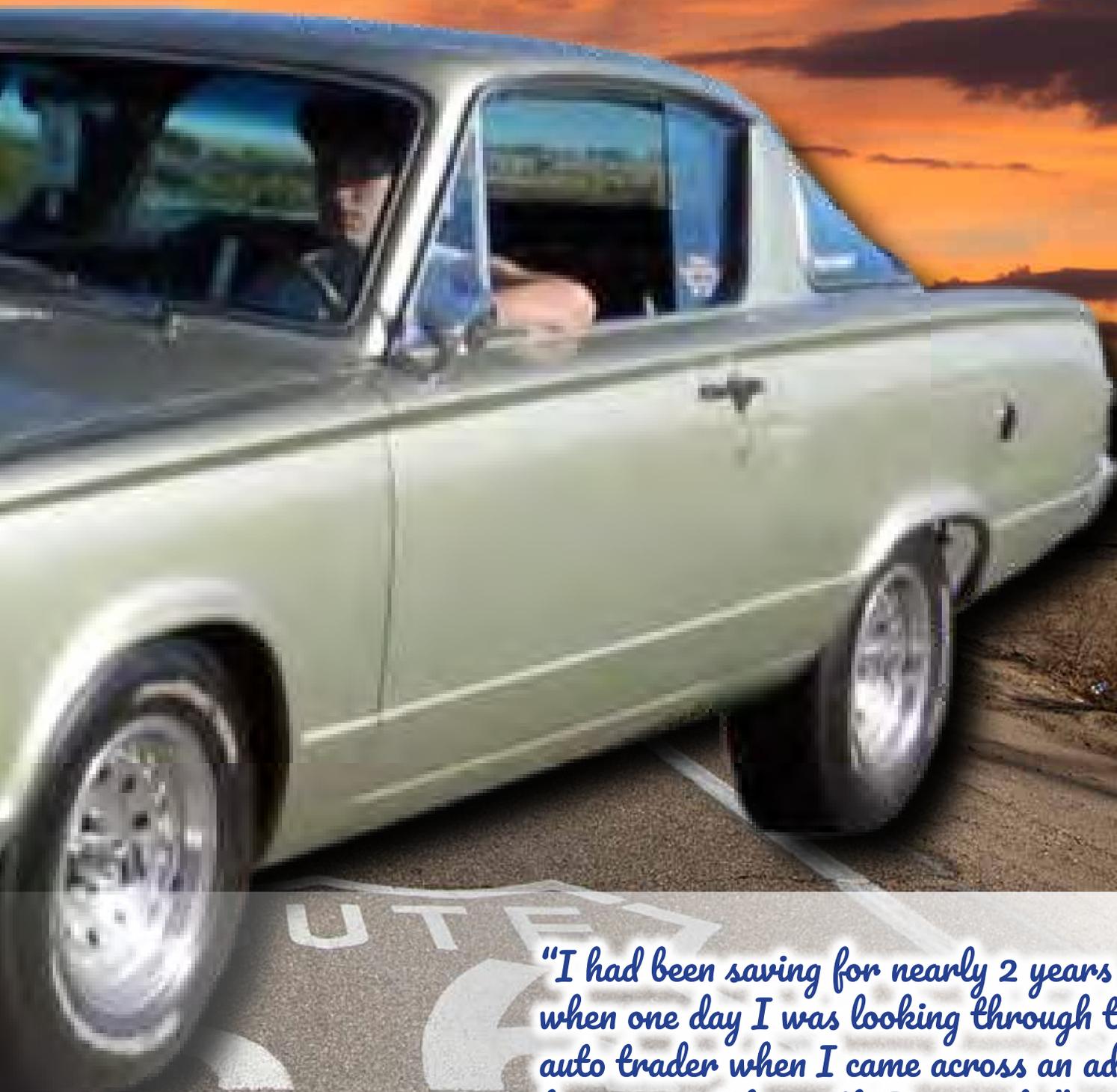


Ready to Cruise!





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The View!



Power!

We began the teardown right away and for many weekends over many months we got the car stripped down and ready for bodywork and paint. As we did the tear down we also found a parts car and picked that up so we could have spare parts around as well as complete the main car as it had stuff my car did not.

We ended up finding a guy through the bargain finder to do the bodywork and paint. Everything was going to plan the body work was finished and painted but when he went to spray the clear coat water had gotten into the lines causing massive bubbles in the clear. The entire car needed to be resprayed so he decided he would spray it at a different booth and this is when we got even worse news. They trailered the car to the new paint location and as he was pulling the car off the trailer and into the booth someone in a new charger came around the corner and wasn't paying attention and drove right into the side of my car and destroyed the passenger door. The

funny part about the whole story is the car had no glass no seats no nothing so he was sitting on a milk crate to pull it into the shop, so as he seen the car coming he stood up off the crate and stuck his head out where the glass would have been yelling for them to stop fortunately no one was hurt. We had the parts car so that saved us and we got it up to him so he could finish the work. Finally after an eventful few months the cars paint and body was done in the summer of 2005 and over the next year and a half we reassembled the car and to finish it my grade 12 grad gift was my exhaust which meant I could enjoy my classic for the last few days of high school.

Come 2012 about 5 years after completing my restoration I started to grow bored of the slant 6 and wanted to import a vehicle from japan. I wanted something faster and newer so I told my dad I was going to sell my car to import something. My dad knowing that I would regret this told me he would buy my car and then showed me a kijiji ad for another 66



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that had a 360 swap. So he invited me to go take a look at it with him, the second they fired up that car I looked over at my dad and said "sorry dad I'm not selling my car I'm buying this and doing a swap" his plan obviously worked.

This car came with a bunch of goodies that I now have on my car 360 that came out of a ram charger, Rims and tires as well as a 8 1/4 rear end. So in a weekend we completely swapped motors, pulled the 360 pulled the slant and reinstalled the 360 into my car the physical swap was easy but we could not get the car to fire up. Took a few days but we finally got the car to fire and when we did I wasn't expecting it to start so when I did it scared me so bad I almost ran out of the garage. At this time we came across voltage issues and as it has been with this car another mishap. As we tried to figure out the issue my



dad bumped the horn which somehow caused a short and well the wiring harness went up in smoke. So many hours later the dash was completely re wired.

Now many years later I'm just enjoying my car and sharing my love and passion for classics with my daughter who absolutely loves "The Big Car"

I'd like to end this firstly a huge thank you to my family and friends who helped with this car wether it was a second or third set of hands helping with tear down or re assembly or the odd jobs you'd have for me to make a few extra bucks to fund the build.

I'd also like to thank my dad who I was able to spend hundreds if not thousands of hours wrenching and building this car together while growing up these, are memories that I'll never forget.



Cuda Controls!