

DODGE ANNOUNCES SCAT CITY

The '70 Dodge Scat Pack is road ready.



Scat City is anywhere competition is hot, keen, and sanctioned.

It's the day after race day . . . U.S.A.! In a small brick building in Highland Park, Michigan, a group of white-coated engineers roll a long-snouted automobile into a closed van. In the Daytona Beach airport, NASCAR winner Bobby Isaacs catches a plane for Chelsea, Michigan . . . proving ground for the Scat Pack Chargers. Monday morning



at 5 a.m., the "Wing Thing," the new Charger Daytona, goes for a shake-down run . . . flat out.

"Big Daddy" Don Garlits, king of the dragsters, hot from shutting down two dozen fuelies at a Long Island rail meet, catches a cab for Kennedy Airport. His destination—Michigan International Speedway and a date with the hot new Dodge Challenger R/T. Daddy digs it. See report inside.

From the USAC wars, former national champion Don White wings in to blast the 1970 Charger R/T around the high-bank Michigan circuit. His opinion . . . "A great muscle car for all-purpose driving . . . and it's even got a functional back seat."

Up the river, the guys in the parts de-



partment are stuffing boxes with speed goodies . . . selected intakes, jugs, cams, cranks, mags, headers . . . the works for the guys who won't take stock for an answer. Special show kits for those who want special styling.

California Charlie Allen, the all-American boy, world's greatest Dodge Dart drag race artist, shows up to smoke the new version of the Swinger 340. At

Detroit Dragway the budget bomb lives up to its name.

Dandy Dick Landy, who races for Joot, puts his boot in the new Super Bee SixPack. Finds out it sizzles and gets off the line like lightning.

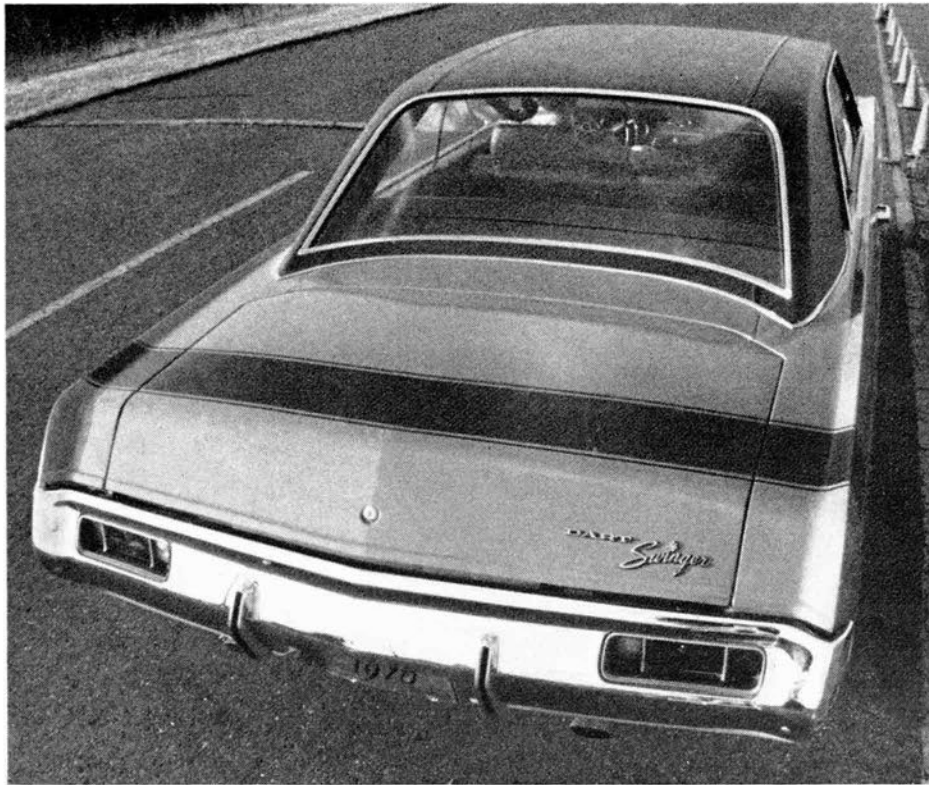
Scat City is where it's taking place, where the Dodge Scat Pack cars are proving to be the toughest performance cars going. From Riverside to Race-



way Park . . . from Dallas drags to super speedways. And back at the shop, a group is putting the finishing touches on a thing called the Scat Pack Club. Yes, gang, you do have a friend at the factory . . . he's waiting to talk to you.

Welcome to Scat City—where the competition is hot, hairy, and sanctioned. Be a swinger and join the Scat Pack Club. Details on the following pages. And don't forget . . . keep the tach in the black!

Charlie Allen tests Swinger 340: Wrings it out good.



1970 Dodge Dart Swinger 340
(all dimensions in inches)

WIDTH	
Track, front	57.4
Track, rear	55.6
Maximum overall car width	69.7
LENGTH	
Wheelbase	111
Overall car length	196.2
HEIGHT	
Overall height	53.0
FRONT COMPARTMENT	
Effective headroom	37.3
Maximum legroom	41.7
Shoulder room	55.4
Hiproom	57.2
REAR COMPARTMENT	
Effective headroom	36.8
Minimum legroom	31.8
Minimum knee room	0.5
Rear compartment room	23.6
Shoulder room	55.4
Hiproom	57.2
LUGGAGE COMPARTMENT	
Position of spare tire storage	floor
Method of holding lid open	torsion bar
ENGINE	
Type and no. of cyls.	V8
Cu.-in. dis.	340
Carburetor	1, 4v
Compression ratio	10.5:1
Transmission	manual 4-speed opt. 3-speed standard
Axle ratio	3.23 (optional 3.55 and 3.91)
Type, no. cyls., valve arr.	90° V8 OHV
Bore and stroke	4.04 x 3.31
Piston displacement, cu.-in.	340
Bore Spacing	4.46
Req. fuel	premium
HP	275 @ 5000
Torque	340 @ 3200
ENGINE PISTONS	
Type	open slipper
CARBURETION SYSTEM	
	Carter AVS-49335
EXHAUST SYSTEM	
	dual, reverse-flow mufflers
DRIVE UNIT	
Synchro mech.	all forward gears
Shift lever location	floor
TRANSMISSION RATIOS (optional 4-speed)	
In 1st	2.47:1
In 2nd	1.91:1
In 3rd	1.39:1
In 4th	1.00:1
In reverse	2.58:1
WHEELS/TIRES	
Type and material	Disc, steel 14 x 5.5
Tires	E70 x 14 fiber-glass-belted bias
BRAKES	
Type	Front disc, proportioning rear, residual pressure
STEERING	
Manual	ratio 24.0:1
Turning radius, curb to curb	37.8

The Dart Swinger 340 Charlie Allen put through its paces carried the following optional, extra-cost items: hood pins, wheel covers, raised-white-letter tires, vinyl roof, front bucket seats, and bumper guards.



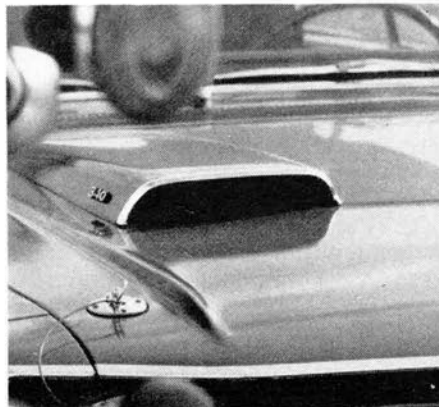
Young Californian, Charlie Allen, has been drag racing funny cars for five years and is already shutting down many of the big names in the game. In his Dodge Dart last year he took 10 major championship wins.

"Save your cash fellas. The giant killer is here. Dart Swinger 340 doesn't have crazy foreign names or cartoon animals plastered all over the side, but that doesn't seem to slow it down much. What it has got is a high revving 340-cubic-inch V8 that nears the 6000 rpm mark. And that's in stock form. The standard job comes with the new MoPar full-synchro, three-speed, floor-mounted gear box. What you get for your dough is a sleek, stiff-sus-

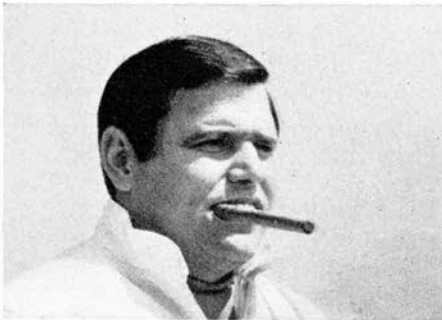
pended mini bomb that can show a lot of the high rollers the short way home, provided you do it at a sanctioned meet.

"The one I tested was equipped with an optional Hurst four-speed shifter . . . same kind I used in national championship drag racing. This transmission is almost crash proof. I clocked some mighty fine ETs with the stock Swinger 340. In the show department, you can order buckets, hood pins, and lots of show goodies.

"My opinion of the Swinger 340—if you want to put your dough into 'go' instead of mouldings, you'll like it. I do!"



Dick Landy tests '70 Super Bee SixPack: Won't give it back.



Cigar chompin' Dick Landy is a national super stock drag racing champion, driving Darts and Chargers. Holder of Super Stock/F national record and countless track records.

"Let's get one thing straight first. The '70 Dodge Super Bee was designed to provide a full-sized car with a lot of performance and a minimum of gingerbread. To provide it with stuff that only effects performance. And that's why Super Bee's standard engine is the husky 383-cubic-inch V8 with heads right off the big 440 Magnum which has got to be the hot set up!

"Super Bee is truly the budget supercar for the man who wants a big car performance without spending a bundle for it.

"The Super Bee I tested had the swingin' SixPack setup . . . three mind-blowing two-barrel Holley carbs on a new high-rise manifold . . . all bolted on the 440 Magnum engine. Biggest problem was getting off the line without smoking it. Feather foot definitely required. The engine, by the way, has had some extra care applied. Optional special cams, mains, and crank. It can take it. The hood has hinges this year, nice when you check the oil, and the scoops feed directly into the Holleys. If the marine-like exhaust rumble doesn't tell you the engine's running, the optional tach will. By the way, I'm not going to give this Super Bee SixPack back to the factory. I'm buying it for my wife. She doesn't care if its clutch-pedal pressure is a little high. She loves the optional, full-synchro, four-speed manual. I told her so."



**1970 Dodge Coronet Super Bee
DIMENSIONS**

WIDTH	
Track, front	59.7
Track, rear	59.2
Maximum overall car width	76.7
LENGTH	
Wheelbase	117
Overall car length	209.7
HEIGHT	
Overall height	53.0
FRONT COMPARTMENT	
Effective headroom	37.3
Maximum legroom	41.8
Shoulder room	58.1
Hiproom	60.6
REAR COMPARTMENT	
Effective headroom	36.7
Minimum legroom	31.1
Rear comp. room	25.2
Shoulder room	58.1
Hiproom	60.6
CAPACITIES	
No. of passengers	6
Fuel tank, gal.	19
Crankcase, qt.	4 (5 when replacing oil filter)
CHASSIS/SUSPENSION	
Body/frame type	unitized
Front suspension	torsion bars
Rear suspension	asymmetrical leaf springs
Steering system	recirculation ball gear
BRAKES—DRUM	
Heavy-duty drum brakes—standard	
Front automatic adjusting	11 x 3
Rear automatic adjusting	11 x 2½
WHEELS/TIRES	
Wheels	14 x 6.0J
Sta. tires	F70 x 14 whitewalls
ENGINE	
Type and no. of cyls.	V8
Bore and stroke	4.25 x 3.38
Displacement, cu.-in.	383
Compression ratio	9.5:1
Fuel req.	premium
Rated BHP @ RPM	335 @ 5200
Rated torque (lbs./ft. @ RPM)	425 @ 3400
Carburetion	4-barrel Holley
Valve train	Hydraulic lifters, pushrods and overhead rocker arms
Cam timing	
Intake duration	268°
Exhaust duration	284°
DRIVE TRAIN	
Transmission type	3-speed floor shift standard
Gear ratio	3rd direct 1:1
2nd	1.49:1
1st	2.55:1
Rev.	3.34:1

Dick Landy's Super Bee SixPack test car had the following additional items of extra-cost optional equipment: vinyl top, hood scoops, rocker and sill mouldings, bumper guards, road wheels, front bucket seats, center console, TorqueFlite automatic transmission, and rearview mirror on passenger's side.

Don Garlits tests Challenger R/T: Says it's "triple tough."



Don "Big Daddy" Garlits, King of the Dragsters, has driven his Dodge Hemi-powered fuel-burning rail to just about every national record and championship in the books. He is truly one of the all-time greats in American automotive competition.

"Now Dodge has gone and done the real thing. Built the pony car of all pony cars. They watched the whole pony car thing develop, then built their own super-tough version . . . the Challenger R/T. Compact like a Dart. Wide like a Charger. Just the right size for anyone who likes his own personalized back yard bomb. Dodge should sell a million of 'em. Challenger, and espe-



cially Challenger R/T, are young people's cars with young persons' price tags. The standard R/T engine is the 383-cubic-inch Magnum V8, and you can go from there to 440 Magnum and 426-inch Hemi if you want more zap.

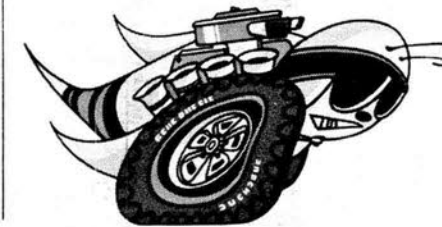
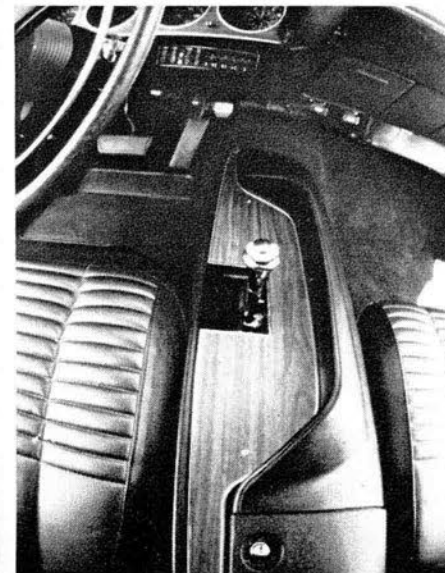
"What turned me on is the turning radius . . . it's really tight, which means you get a taut handling package in the stock Challenger.

"Another thing I like is the return to the gauges, you know, gas, oil pressure, amps. No warning lights, but true calibrated gauges on the Challenger R/T.

"Dodge told me that Challenger R/T comes in three body styles. Two-door hardtop, SE hardtop, and convertible. There's loads of options including a four-speed full-synchro transmission and three-speed Torque-Flite automatic with stickshift. And the new colors are something else . . . really wild. The one I drove is 'Go-Mango'.

"Fantastic performance! If I ever leave dragsters, you can be sure I'll run a super stock Challenger R/T.

"If you want to see what Dodge did to pony cars, stop by your Dodge Dealer's and give the Scat Pack Challenger a test drive. You can challenge the world with Challenger R/T."



1970 Dodge Challenger R/T

DIMENSIONS (exterior)

Wheelbase	110
Track, front/rear	59.7/60.7
Overall length	191.3
Overall width	76.1
Overall height	50.9

INTERIOR

Effective headroom	front 38.2 (hardtop)	rear 36.4 (hardtop)
Legroom	front 42.3 (hardtop)	rear 30.8 (hardtop)
Shoulder room	front 56.2 (hardtop)	rear 56.8
Knee room	1.0	

CAPACITIES

No. of passengers	4
Fuel tank, gal.	18
Crankcase, qt.	4 (5 when replacing oil filter)

CHASSIS/SUSPENSION

Body/frame type	unitized
Front suspension	torsion bars
Rear suspension	asymmetrical leaf springs

BRAKES—SERVICE

Type	drum, automatic adjusting
Front	11 x 3
Rear	11 x 2½

WHEELS/TIRES

Wheels	14 x 6.0JJ
Tires	F70 x 14 with raised white letters

ENGINE

Type and no. of cyls.	V8
Valve arr.	OHV
Bore and stroke	4.25 x 3.38
Displacement	383
Compression ratio	9.5:1
Fuel req.	premium
Rated BHP @ RPM	335 @ 5200
Rated torque (lbs./ft.) @ RPM	425 @ 3400
Carburetion	4-barrel Holley
Valve train	Hydraulic lifters, pushrods and overhead rocker arms
Cam timing	
Intake duration	268°
Exhaust duration	284°
Exhaust system	dual, reverse-flow mufflers

DRIVE TRAIN

Transmission type	3-speed floor shift standard
Gear ratio	3rd direct 1:1
2nd	1.49:1
1st	2.55:1
Rev.	3.34:1

When he wheeled it out for trial, Don Garlits' Challenger R/T had these additional items of optional equipment aboard: road wheels, racing mirrors, raised-white-letter tires, vinyl roof, and bumper guards.

Don White tests Charger R/T: "On the road...who could ask for more."



1970 Dodge Charger R/T
DIMENSIONS

WIDTH	
Track, front	59.7
Track, rear	59.2
Maximum overall car width	76.6

LENGTH	
Wheelbase	117
Overall car length	208.5

HEIGHT	
Overall height	53.0

FRONT COMPARTMENT	
Effective headroom	37.4
Maximum eff. legroom, accelerator	41.4
Shoulder room	58.1
Hiproom	60.6

REAR COMPARTMENT	
Effective headroom	36.4
Minimum eff. legroom	34.1
Rear comp. room	25.3
Shoulder room	58.1
Hiproom	60.4

CAPACITIES	
No. of passengers	5
Fuel tank, gal.	19
Crankcase, qt.	4 (5 when replacing oil filter)

CHASSIS/SUSPENSION	
Body/frame type	unitized
Front suspension	torsion bars
Rear suspension	asymmetrical leaf springs
Steering system	recirculation ball gear

BRAKES—DRUM	
Heavy-duty brakes, standard, (automatic adjusting)	
Front	11 x 3
Rear	11 x 2½

WHEELS/TIRES	
Wheels	14 x 6.0JJ
Tires	F70 x 14 whitewall

ENGINE	
Type and no. of cyls.	V8
Bore and stroke	4.32 x 3.75
Displacement, cu.-in.	440
Compression ratio	9.7:1
Fuel req.	premium
Rated BHP @ RPM	375 @ 4600
Rated torque (lbs./ft. RPM)	480 @ 3200
Carburetion	Carter 4-BBL
Valve train	Hydraulic lifters, pushrods and overhead rocker arms
Cam timing	
Intake duration	268°
Exhaust duration	284°
Exhaust system	dual

DRIVE TRAIN	
Transmission type	3-speed TorqueFlite automatic
Gear ratios	1st 2.45:1
2nd	1.45:1
3rd	1.00:1
Rev.	2.20:1

Additional optional equipment on Don White's Charger R/T test car consisted of these items: road wheels, vinyl roof, center console, simulated walnut steering wheel, and raised-white-letter tires.



Don White, Dodge Charger race driver, USAC stock car champ, 1963 and 1967, all-time (39 races) stock car winner in USAC history.

"You know Charger. Every race fan's idea of a real automobile. One that looks good, and seemingly drives itself at any speed, and has a feeling of complete control. That's Charger R/T for 1970. As a Midwestern driver, the thing I go for along with blazing power is the optional mechanically adjustable six-way driver's seat. It works just as good as most power adjustables, and makes those long trips between race tracks a whole lot easier.

"Charger R/T is my kind of car. Soft suspension and plenty of back seat room for the crew. I don't do too much drag racing, but at the sanctioned drag strip I topped 100 in the quarter with my street Charger R/T. It

was equipped with a 440 Magnum V8 coupled with the TorqueFlite automatic gear changer. Replace that with an optional 440 V8 SixPack—three big Holleys on high rise manifold—or the Hemi 426, and you'll do even better.



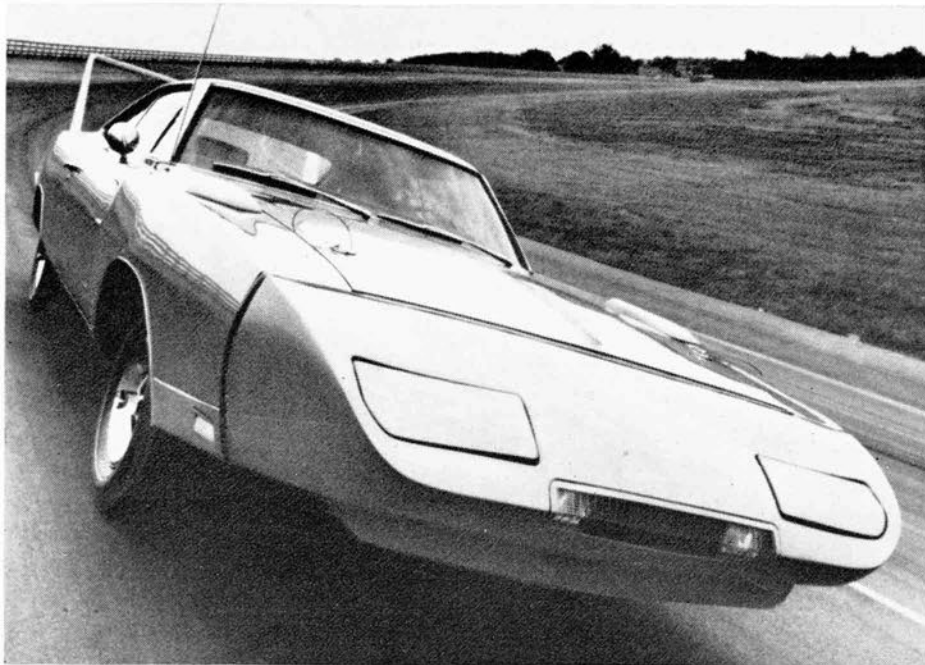
There's a four-speed manual Hurst selector available also . . . the kind I use on my USAC stocker.

"Incidentally, Charger R/T's TorqueFlite this year has a new stickshift gate that's as fast and sure and crisp as any manual shifter, but quicker.

"All in all, Charger R/T is one of the greatest buys a true performance-minded guy could find anywhere.

"As I said, Super Bee may out-drag it, but what other cars can offer Charger R/T's features? If you gotta go (quick)—go Charger R/T—but remember, do it at the strip!"

Bobby Isaacs tests Charger Daytona: He drives a winner.



**Dodge Charger Daytona
DIMENSIONS**

WIDTH	
Track, front	59.7
Track, rear	59.2
Maximum overall car width	76.6
LENGTH	
Wheelbase	117
Overall car length	208.5
HEIGHT	
Overall height	53.0
FRONT COMPARTMENT	
Effective headroom	37.4
Maximum eff. legroom, accelerator	41.4
Shoulder room	58.1
Hiproom	60.6
REAR COMPARTMENT	
Effective headroom	36.4
Minimum eff. legroom	34.1
Rear comp. room	25.3
Shoulder room	58.1
Hiproom	60.4
CAPACITIES	
No. of passengers	5
Fuel tank, gal.	19
Crankcase, qt.	4 (5 when replacing oil filter)
CHASSIS/SUSPENSION	
Body/frame type	unitized
Front suspension	torsion bars
Rear suspension	asymmetrical leaf springs
Steering system	recirculation ball gear
BRAKES—DRUM	
Heavy-duty brakes, standard, (automatic adjusting)	
Front	11 x 3
Rear	11 x 2½
WHEELS/TIRES	
Wheels	14 x 6.0JJ
Tires	F70 x 14 whitewall
ENGINE	
Type and no. of cyls.	V8
Bore and stroke	4.32 x 3.75
Displacement, cu.-in.	440
Compression ratio	9.7:1
Fuel req.	premium
Rated BHP @ RPM	375 @ 4600
Rated torque (lbs./ft. RPM)	480 @ 3200
Carburetion	Carter 4-BBL
Valve train	Hydraulic lifters, pushrods and overhead rocker arms
Cam timing	
Intake duration	268°
Exhaust duration	284°
Exhaust system	dual
DRIVE TRAIN	
Transmission type	3-speed TorqueFlite automatic
Gear ratios	1st 2.45:1
2nd	1.45:1
3rd	1.00:1
Rev.	2.20:1



"Well, there's one obvious thing about a Charger Daytona. Nobody, but nobody, walks by without breaking his neck to take a second look. This is the slightly civilized version of the shark-nose built specifically for the long NASCAR ovals. Old Slippery has a snout that strikes out a country mile in front, and an adjustable spoiler that looks two stories tall in the rear. Standard mill is the 440 Magnum but the one I tested packed the optional street

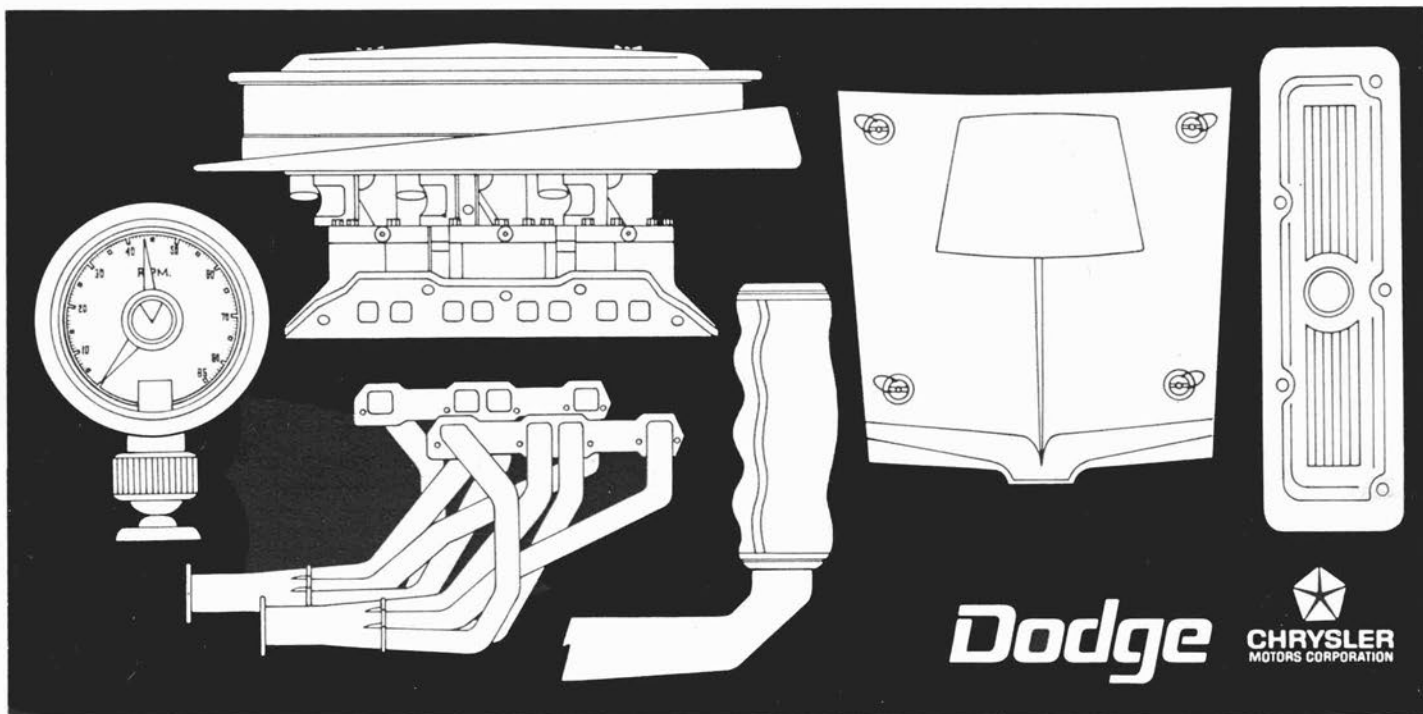
version of the 426 Hemi. Now the Hemi may idle like a coffee can full of rocks, and it may need a wrench applied a little more often than usual. On the other hand, as far as acceleration is concerned, the Hemi turns on where the others shut off. The heavy-duty Rallye Suspension is firm. The test car exhibited moderate understeer under hard driving . . . but there's plenty of torque to break the rear end loose if you have the foot for it.

"Inside, the NASCAR heritage is obvious only in the full-dash equipment. The buckets fit well. Visibility is excellent in the front, not so hot to the rear due to the rear quarter fairings. The standard and heavy-duty rear drums are solid and reliable. You can put down your non-performance friends by pointing out that you have carpeting, disappearing headlights, and a car that you'll never lose in a crowded parking lot."



The only additional item of optional equipment on the Charger Daytona tested by Bobby Isaacs was a set of road wheels.

DODGE SCAT PACKAGES



Scoop about our groups.

You might know that we put out a special high-performance parts catalog of some several hundred items made by Dodge. At no cost to Scat Pack Club members.

New this year are prepackaged Scat Packages. They are designed to take you from dress-up-and-show to hot-and-torrid in easy stages. And they are available for new and not-so-new Dodges. For part numbers and prices for your particular Dodge, check the catalog or see your Dealer. For example, new this year are:

1. **THE SHOWBOAT** . . . a dress-up kit that includes chromed valve covers, oil filler cap, air cleaner hood pins and locks, and chromed road wheels.
2. **THE READ-OUT** . . . what's happening baby? Full-sweep tach, oil pressure and fuel pressure gauges will fill you in.
3. **THE KRUNCHER** . . . Get off the street and on the strip with a hot ring and pinion, matching speedometer pinion, and Hurst shifter.
4. **THE BEE-LIEVER** . . . your mill will breathe a little easier with matching

high-rise manifold and carb, or streep cam and headers.

5. **THE TOP ELIMINATOR** . . . SixPack hood and pins. SixPack triple-manifold and carbs. Transistorized ignition. Electric fuel pump. Cool can.

These are only the beginning. For full details, loosen up, send for the catalog.

JOIN THE CLUB

Own a '68-'69-'70 Scat Pack performance car? The Scat Pack Club is here. Where are you? And what's in it for you? To begin with:

1. A high-performance parts and tune-up catalog.
2. A wallet identification card.
3. An embroidered jacket patch.
4. A hard-nosed bumper sticker.
5. A 40-page guide to Auto Racing 1970.

These you get immediately. Followed by:

1. The monthly *Dodge Performance News*. A tabloid newsletter carry-

ing the latest news of our cars in national competition.

2. The *Dodge Scat News*. An illustrated quarterly that features local chapter news, service and tuning tips, custom styling tips, and so on. In addition the *Scat News* will offer members special discounts on such items as jewelry, jackets and shirts, patches and decals, and customized sweat shirts. Also at discount, you can order a set of *Learn to Earn* books on the automotive service business. The official 1970 *Dodge Service Manuals* for all models are also available.

In addition, when you see your participating Dodge dealer you can join a local chapter for other special activities.

Is all this worth three bucks a year? It's the biggest bargain in town. Just clip the coupon and join. If you join, don't order the parts catalog. You'll get that free.

Dodge Scat Pack Club
Box 611
Detroit, Michigan 48221