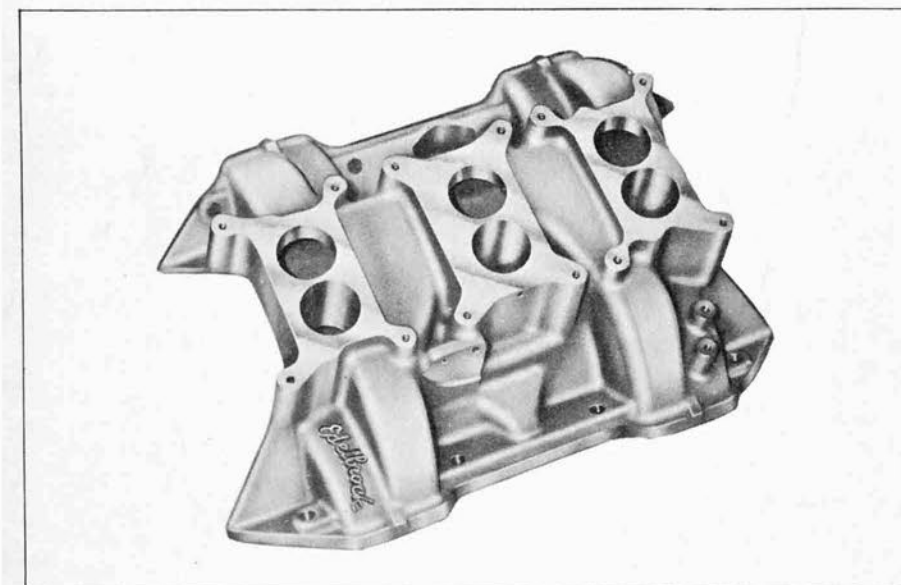


Scoops, stripes, spoilers, side exhausts and a beefy new small-block wedge with 'trips' is Dodge's combo for getting it on in '70

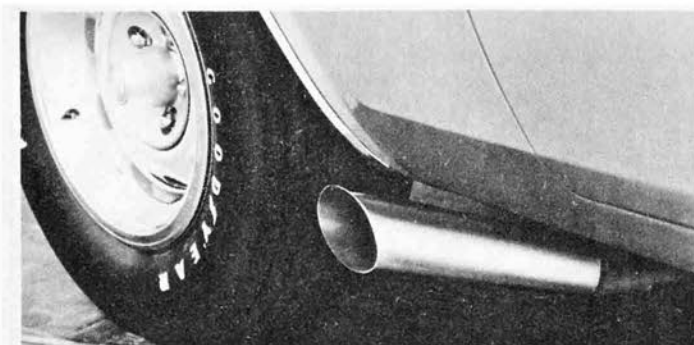
# MINI CUBE STREET DIGGER



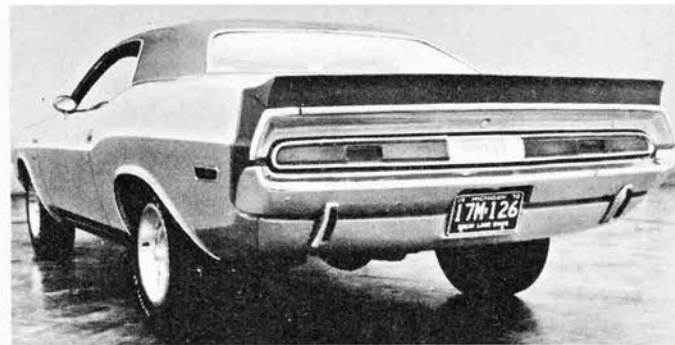
Black matte finished hood is a fiberglass job with special fresh air intake scoop.



Sitting atop this Edelbrock manifold will be three 2-barrel carbs.



Special spring camber was needed to clear the side exhausts.



The "duck-tail" spoiler sets off the short deck. Tires are G series front and E series rear.

BY RALPH HANSON

**T**HE DODGE CHALLENGER T/A is the grooviest member of the elite scat pack. It boasts a six-pack 340 engine, rallye suspension, front power disc brakes and a host of other goodies. Bob McCurry, Dodge general manager, announced that the "T/A" is scheduled to enter production in early March. The first 2500 units will be completed by mid-April.

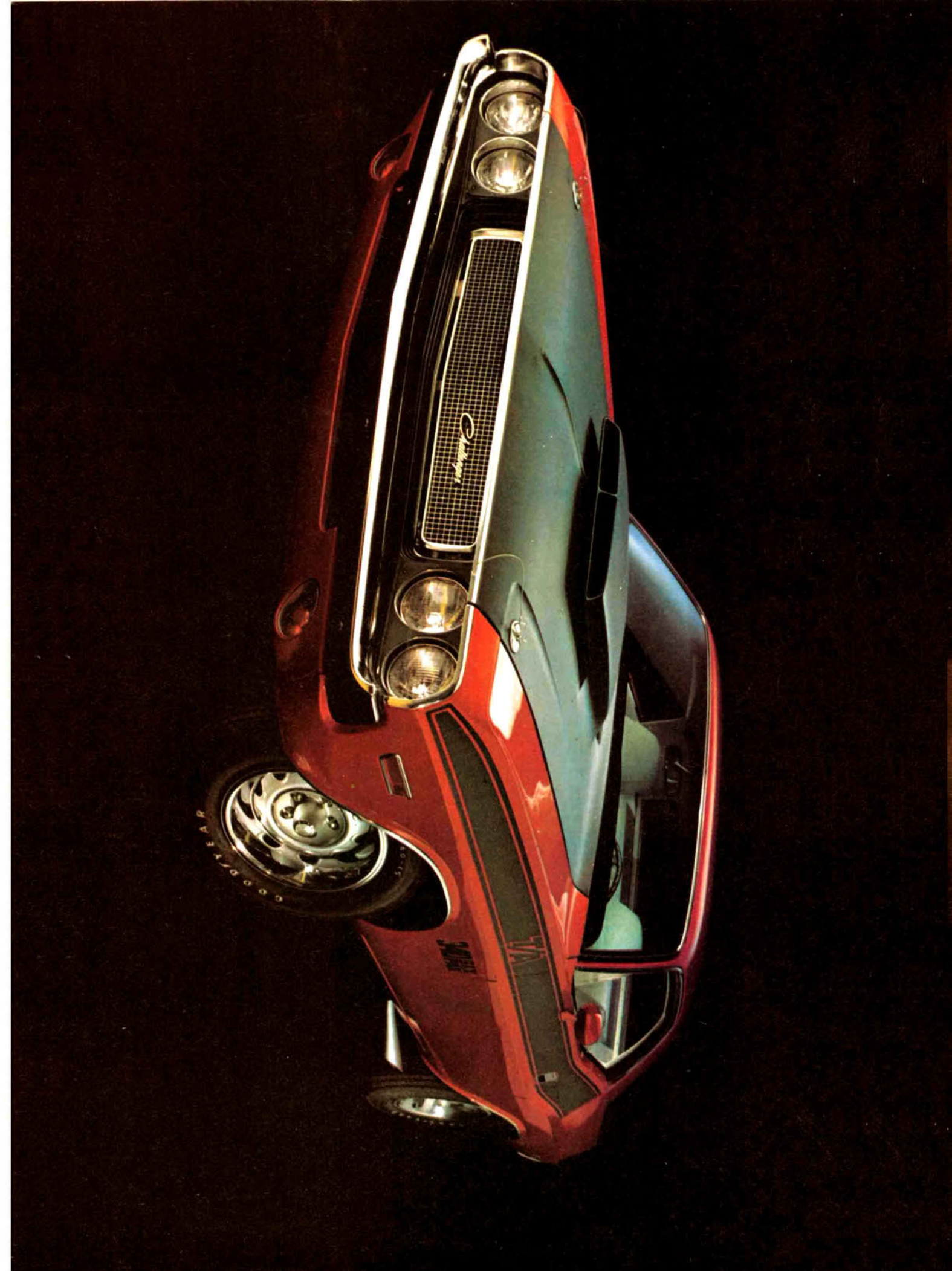
The engine is a special 340-cubic-inch honker with three two-barrel carburetion, a modified block, special cylinder heads and a modified valve train. The block has been reinforced in the main bearing webs, and the special cylinder head casting has been modified to provide better intake ports and accommodate longer pushrods. The valve train has been modified to accept a slightly different angle on the pushrod, and a special camshaft.

The T/A has a special side exhaust, low-restriction, dual exhaust system with two single-pass mufflers located ahead of the axle. The exhaust outlets emerge under the side sills ahead of the rear wheel openings.

Power brakes are standard with disc brakes in front, and 11-inch diameter drum brakes in the rear. The linings, pads, proportioning valve, etc. have been selected for optimum braking under competitive conditions.

Two transmissions are offered: a four-speed stick with close ratios, or the automatic Torqueflite. The ratios on the four-speed are: First gear—

*(Continued on Page 68)*







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**CHALLENGER**

(continued from page 26)

2.47; Second gear—1.77; Third gear—1.34; and Fourth gear—1.00.

The rallye suspension, with front and rear sway bars, is used on the T/A. Heavy-duty shocks are standard. Rear spring camber will be special to provide necessary clearance for side exhaust and G-60 super wide rear tires.

The standard steering setup is manual with a 24-to-1 ratio. Quick ratio power steering is optional. Quick ratio manual steering is available as a dealer-installed option. Front and rear tires are not the same size. E-60 x 15 tires are used up front and G-60 x 15 shoes are used on the rear. Black 15 x 7-inch wheels with hub caps and chrome trim rings. The standard 8 3/4 inch rear axle sports a 3.55-to-1 gear set. A Sure-Grip axle is optional.

The hood is a fiberglass job and boasts a special fresh air intake scoop and competition-type hood pins. The black painted grille is the same as that used on R/T models. The rear deck sports a new "duck-tail" type cross-deck spoiler. There will also be front "chin whisker" spoilers.

The left, body-colored racing type mirror is standard as are the pop-up gas filler cap and the collapsible spare. A special side-stripe with block letters "T/A" provides additional exterior identification.

The Challenger T/A is expected to make its competitive debut at Lime Rock on April 25th in the first Sports Car Club of America event in the 1970 Trans-Am series. The car will be prepared by Sam Posey. The Posey-Caldwell car will be painted a high-visibility light green. Watch out Chevrolet, the Dodge boys mean business.

**DOMINATOR 4500**

(continued from page 30)

ready. However, with Edelbrock covering the Chevy market and Shelby the Ford market, it won't be long before 4500's start turning up on the street. You can bet your last set of jets that the street racing boys will be the first to capitalize on this gem.

**BUICK STAGE I**

(continued from page 39)

were great, the variable ratio power steering (12.4 to 16-to-1) was great, the discs worked out and the overall package is quiet, good looking and strong. Its styling is quiet and taste-

ful, yet groovy enough to turn heads. A good instrumentation package is optional, so you can keep an eye on the engine if you want to. Fuel consumption ranged from 9 to 15 mpg which is certainly par for the course.

Judging by the potential packed into the Stage I GS 455, we think the factory is missing the boat by not promoting some factory-influenced racing, as is the practice of other GM divisions, which are also governed by the same "no racing" rules and regulations. A lightweight GS 455 with Holley carb, more radical camming, good headers and some high four-series gearing just might cause youth market traffic jams at Buick agencies. Isn't that what it's all about?

**A.J. FOYT**

(continued from page 41)

most spectacular accidents in Riverside history. The car, completely flattened, broke in two before the wrecker could set it safely off the track. Young, thanks to a sturdy roll cage, received only a mild concussion and a bruised arm.

In the second major accident, 48 year old Jim Cook of Norwalk, California, a veteran driver and father of six was not so fortunate. Cook, who had started in 32nd position apparently went into turn nine abreast with the faster David Pearson. He was in the top groove and appeared to veer off the track, possibly to avoid hitting or obstructing Pearson. He smacked into the hay bales and crashed on into the end of the boiler plate which guards the outside of the turn at an estimated speed of 140 mph. He was taken to the Riverside Community Hospital where his condition is still critical.

Sam Posey, who will drive Dodge's Trans-Am cars this year gave the spectators on the front straight a thrill when his Dodge Charger threw a rod through the pan, ignited the oil and turned the car into a Roman Candle. The young Sharon, Conn. driver wisely turned his flaming machine out onto the first wide dirt apron and the resulting skid extinguished the flames.

The race, of course, was not without its heartbreaks. Only 19 of the 44 starters finished. Dan Gurney, who for a decade "owned" Riverside, had his new Plymouth bird shot down on lap four with brake and suspension trouble. He sat out seven laps, pitted 15 times, was never a serious contender and finally spun-out for keeps

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