



1970 PLYMOUTH ROAD RUNNER 440+6 - Owner Rick Hogdon

The idea of putting three two barrel carbs on an engine goes all the way back to 1957 when Pontiac had a “TRI POWER” set up on their cars as an option.

Midway through 1969 with the muscle car wars at a peak, Chrysler launched an A12 option package on the Dodge Super Bee and Plymouth Road Runner. Both cars had only the 383 or a 426 Hemi as engine options until the 440 six pack (Dodge) or 440 six barrel (Plymouth) came along. From a marketing perspective “six pack” of course made one think of beer and “six barrel” made reference to a pistol.

'70 PLYMOUTH 440+6 road runner





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These cars had a fiberglass lift off hood and three two barrel carburetors. They ran off a 350 CFM center carburetor until the gas pedal was pressed and then the 500 CFM carbs at the front and rear kicked into action. With a rating of 390 H.P. and a 4-10 rear end these cars would "haul ass". Chrysler wanted an engine less expensive and more streetable than the Hemi. Many modifications were made internally to the engine. The drivetrain and suspension were beefed up as well to create a real street warrior.

In 1970 the 440 six pack became a stand alone option. A variety of B body, E body and even a full size C body could be ordered with the option. Chrysler changed from an aluminum Edelbrock intake to an in house cast iron version and a few other changes were made but the horsepower rating remained the same at 390.

1971 signaled the end of the six pack option and high compression engines became a thing of the past until many years later.



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The feature car was sold new at Eastern Chrysler Plymouth in Winnipeg. It's hard to imagine this car being used as a daily driver through a Winnipeg winter. It is numbers matching and was restored to a very high standard by local talent. Terry Levaiv, Tony Gagnon, Dave Czysiki, Kory Alexander and Barry Manning as well as others all had a part in the restoration.

There were 1,130 440-6 barrel Road Runners built in 1970 of which 697 were four speeds like this one. It's FES Rallye Red with buckets and console as well as many other nice options. It has a Track Pak 3:54 Dana rear end and has had the four speed internals modified to give an overdrive fourth gear. It will run 2,200 rpm at 110 km/hr and cruises nicely on the Highway.

The car looks as good underneath as it does on top and has all the correct markings and stamps. It is probably one of the nicest examples existing, gets driven and catches attention wherever it goes.

