THE SPIRIT OF THE ROAD

Keeping History Alive

NORTHERN MOPARS

SEP/OCT
2026
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1970 PLYMOUTH 'CUDA



Mopar or No Car

1970 PLYMOUTH CUDA
OWNER - RON BURDYLO

1970 PLYMOUTH CUDA - Owner Ron Burdylo



My love of Mopar's started when I learned to drive in my Dad's 1959 Custom Royal Dodge at the age of 14. I was convinced Mopar's were the best cars out there as I watched them win at Shepard Dragway (Calgary International Raceway) and NASCAR on TV. I had to get one of my own, so I bought my first Hemi car at 14 years old for $20 - a 1957 Desoto FireFlight with a 341 Hemi. It ran great, but needed a bit of work because it also, like the 3rd gen Hemis, had a "Hemi tick". So I took apart the top half of the engine and cleaned the gummed up and stuck hydraulic lifters - it ran great and quiet after that!

1970 PLYMOUTH CUDA - Owner Ron Burdylo



My love of Mopar's grew from there and I purchased and worked on a 1964 Dodge Polara Convertible even though I didn't have my drivers license yet. When I turned 16, with hair length past my shoulders, I purchased a silver 1969 RoadRunner, a 383 car with factory air. The fun I had in that car was unforgettable - cruising the 7th Avenue strip downtown, a bit of stoplight to stoplight drags, going on adventures I'll never forget and will always treasure. The RoadRunner was sold many years later to a fellow Northern Mopar's club member who restored it and continues to enjoy driving it today - I still enjoy seeing it at shows and recalling the memories when I had that car.

But how could you only own a few Mopar's? I purchased several more B Body muscle cars over the years including a 1970 SuperBee 440 Six Pack Super Track Pak, a 1969 Coronet R/T 440, a 1966 Dodge Charger, a 1969 Dodge Charger RT/SE (from the owner of Chinook Chrysler), a 1969 F8 SuperBee, and a few others, but I never found the right E Body car. I really wanted an AAR or T/A car but the ones I looked at were either basket cases or looked like they were stolen with missing VIN's and trim plates. So I decided to set my sights on finding a nice Cuda or Challenger R/T.

I remember going to view the Northern Mopar cars at their annual show in 2000 which was then held in the parking lot of Lord Beaverbrook High School. Lots of nice Mopar's there, including a gorgeous 1970 Cuda 440+6 4 speed Shaker car, but none for sale. So I decided to contact the Northern Mopar's President at the time, Larry Gammon, and ask him if he knew of any E Body cars for sale. Larry told me of a club member that may have a Cuda for sale and gave me his number. I immediately called Pete and asked if he had a Cuda for sale - he did and described the car to me over the phone. To my surprise, it was the car I drooled over at the car show in the Beaverbrook parking lot.

I went over to inspect the car and found the E Body I was always looking for and purchased it. Mopar prices sure weren't where they are today, but with 2 small kids at home, buying an





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1970 PLYMOUTH Cuda 2 Door Hardtop

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26  BM1
+ M41 M42 M85 M96 Y07 +
J45 J54 M21 M25 M31 M88
V1X A34 A62 B51 C16 C55
FC7 BEE9 000 210 C07552
BR7 D21 BE23 V2R [redacted]
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The Fender Tag is read from Left to Right and from Bottom to Top

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BR7     Engine: 440 3-2bbl 390hp V8  'Cuda 440-6
D21     Transmission: A833 4-Spd Manual  HORST-PISTOL GRIP
BE      Car Line: PLYMOUTH 'Cuda
 23     Body Type: 2 Door Hardtop
 V      Engine: 440 3-2bbl 390hp V8  440 SIX BARREL
  0     Model Year: 1970  = 1MG3G
   B    Assembly Plant: Hamtramck, MI
247320  Assembly Plant Sequential Number

FC7     Body Paint: In Violet  H2-IMPACT
 H      Trim Grade: High
  6     Front Seat: Vinyl Buckets
 X9     Interior: Black
000     Upper Door Frame Color: None - Full Door Seals
210     Scheduled Production Date:  Tuesday  February 10, 1970
C07552  Vehicle Order Number  CANADIAN JOB

V1X     Roof Style: Black Vinyl
A34     Super Track Pak
A62     Rallye Instrument Cluster
B51     Power Brakes
C16     Woodgrain Console  FLOOR SHIFTER
C55     Front Bucket Seats

J45     Hood Pins
J54     Sport Hood
M21     Drip Rail Moldings
M25     Body Sill Moldings
M31     Body Belt Moldings
M88     Rear Deck Molding Treatment

N41     Dual Exhaust System
N42     Chrome Exhaust Tips
N85     Tachometer
N96     Carb Fresh Air Pkg.  SHAKER HOOD-ARCHET SILVER BUBBLE
Y07     Build to Spec'n for: CANADA Order

16      Radiator - 26" Width
BM1     End of fender tag codes  DESIGNATED LINE 1 BUILD

42      Inspector's Stamp
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impractical, fun car wasn't what we needed at the time, so my loving wife agreed with the purchase and we sold the 1969 RoadRunner and another car to finance the purchase of the Cuda.

The Cuda is a Canadian Ordered Calgary car with only 36,000 original miles and still has all its original rust free body panels. The 440 six barrel, A833 pistol grip 4 speed and 4.10 Dana are all numbers matching and original to the car as is the A34 Super Track Pak package and the N96 Shaker hood. It has high impact FC7 in-violet paint and black vinyl bucket seats and is a radio delete car. Due to its low mileage and the fact that it sat untouched in a garage for 25 years, the car still retains its original factory installed vinyl roof, headliner, rallye dash, door panels and even the carpet. Galen Govier states that this is 1 of 902 4 speed 6 barrel Cudas built and is registered in Galen's Registry as #18 of 28.

At a car show years ago, a fellow approached me after inspecting the car and said he was the original owner of the car in Calgary. He verified the original mileage of the Cuda and the options it came with. He was in the Canadian military at the time and he had endless stories of driving the car and the fun he had in it. He said there was a lot of rubber left on MacLeod trail at each stoplight he took off from! I still see him today and he always looks the car over and thanks me for keeping the car original and looking after it.





