

POUR IT ON, SIX-PACK

Triple carburetors and the 440 engine make the Super Bee the terror of Grudge night

OLD HOT RODDERS never die, they go to work for Chrysler Engineering. We're not sure of the exact percentage of ex-rodders on the payroll, but there are enough to influence production of such cars as the new Dodge Six Pack. This time the Dodge boys have swapped a 440-cid engine into a Super Bee and added three two-barrel carburetors just like they did in the old days. Warming over the rather strong but sedate 440 makes a lot of sense. The result is nearly the equal of the Hemi in street and strip performance, roughly \$400 cheaper, and the average enthusiast is better equipped to fiddle with a pepped up street engine than a detuned racing mill.

The engineers went the classic route of more revs and better breathing. Essentially they started with the 440 Magnum (375 bhp) and added three-two barrel Holley carbs on an aluminum Edelbrock high-rise manifold, plus Hemi valve springs. Then they dipped into the extensive MoPar high-performance parts catalog and came out with other detail changes, such as molybdenum filled piston rings, flash-chromed valves, dual-breaker distributor and revised cam and tappet surfaces (without timing changes). The result is a much better top end rated at 390 bhp at 4700 rpm (Magnum normally peaks at 4000 rpm) and the torque peak at 3600 versus 3300 on the base 440. This put the additional

power exactly where it could be utilized. With 440 cubic inches, you really don't need much help getting off the line.

The Six Pack option (\$463) also includes, or requires, support equipment. The Hemi suspension, 2.75-in. Dana axle with 4.10:1 ratio Sure-Grip differential, heavy-duty radiator and fan shroud with the viscous drive fan and those great G70-15 Goodyear Polyglas tires on 6-in. rims are part of the plan. Our test car had the usual upgraded TorqueFlite, but a Hurst equipped four-speed is also available. Strangely, and the most glaring deletion, disc brakes are not offered, optional or otherwise. Two reasons: Complexity of a mid-year introduction and Dodge's winning brakes at the Union Pure Oil trials were heavy-duty drums. We disagree with the engineers' reasoning, because the trials fail to take brake modulation into account (they lock and stop). The big drums were adequate to stop the car, and do it repeatedly; but discs would do it faster, with less possibility of lock-up.

To let the world know, and to save weight, a flat black, fiberglass hood, secured only by four NASCAR pins (no hinges), tops off the engine compartment. It proclaims its distinction from the ordinary Super Bees with "Six Pack" stenciled on the sides of the scoop. One other distinguishing mark, dummy scoops on the rear quarter panel, is not so quickly noticed. The

THE TREE STARTS. Hold two grand and brake hard. On fifth yellow, dump the brake and feather ever so carefully, keeping it digging just the right amount. **NOW** dump it all in near the tree. Watch the tach—5500 comes fast, and the 'Flite shifts slow. **Second.** Check direction and then glance back at the tach. High, and the rush through the eyes. If you've put it all together right, you'll have done 13.7 and 105. Not bad for \$400 less than a Hemi.





HANDLING, like the other Dodge Supercars was good: neutral and agile.

SIX-PACK

continued

hood scoop, however, is no dummy. In fact it doesn't even bother with the usual vacuum-controlled valve for cool air systems. It gapes wide open, seemingly ready to ingest all that gets near it including water, dirt, or birds. The plenum around the air cleaner even has special water drain tubes. All very racy, but we're sure the novelty of the two-man hood would wear off quickly.

In its element, meaning on the strip, the 'Bee was so good that it was almost a drag (sorry). It ran with so lit-

tle ceremony that it was like driving a family car. Only on the starting line did it reveal its true self, requiring some pretty tender throttle manipulation to keep wheelspin to a minimum and to get optimum bite. After that, it was just hang on, and shift whenever the tach nudged 5500 (the shift would be completed by the time 6000 rpm was reached). No noise and no fish tailing, just a sickeningly high, constant tug at the stomach muscles. With little effort and only a couple of practice runs, we got the E.T. down to 13.75 and trap speed to 104.52.

The Six Pack seemed to want to run forever and only our own caution told us to shift at 6000. (Redline on the standard Dodge tach was, as always, at an unrealistic 5000.) With these times there isn't much justification for paying the extra \$700 for a Hemi for the street when \$400 buys an equally fast car and handling options, too.

We also had the unique opportunity of making our top speed runs before reaching the second turn-out on the strip, clocking an indicated 122 mph (117 actual) at 6000 rpm and still rising. The car seemed to breathe so well up there and was pulling so much gear that it would likely run itself to destruction if given its head.

Stopping is another matter. Though the heavy-duty drums gave passable deceleration rate (24 ft./sec./sec.) and had remarkably little fade, the combined servo of the vacuum assist and self-energizing effect inherent in drum brakes made full utilization of them a tough task. A look at our figures of our eight-stop test tells the story. First stop: 24 ft./sec./sec.; second: 20; then lock up; then 18; then lock again; then 24 again; then 15; then 22. The driver simply does not have a foot calibrated finely enough for such a strange pedal feel.

Otherwise, the Six Pack is a copy of the Super Bee. Interior, exterior, comfort, dash panel, etc., are all the same. Check the February issue. One thing we didn't mention, but should have back then: A small dim light that glows over the ignition switch. It goes on when the door is opened and stays on for a set period until you have found the key and inserted it in the switch. No more groping in the dark, no more reopening the door, in a rain storm for the courtesy light. Small item, but nice.

Our feelings about Dodge's Supercar handling by this time should be well known. It's Superpredictable and Superresponsive. The 383 Super Bee

SIX-PACK SUPER BEE 1969 DODGE



DIMENSIONS

Wheelbase, in.....	117
Track, f/r, in.....	59/59
Overall length, in.....	207
width.....	77
height.....	53
Front seat hip room, in.....	55
shoulder room.....	58
head room.....	37
pedal-seatback, max.....	42
Rear seat hip room, in.....	49
shoulder room.....	58
leg room.....	31
head room.....	37
Door opening width, in.....	42
Trunk liftover height, in.....	34

PRICES

List, FOB factory.....	\$3138
Equipped as tested.....	\$4410
Options included: Six-Pack pkg includes: 3-2V 390-bhp V-8, performance axle (Hemi suspension, 4.1:1 9.75-in. Dana axle), \$463; TorqueFlite, \$39; power drum brakes, \$43; Sure Grip diff, \$41.	

CAPACITIES

No. of passengers.....	6
Luggage space, cu. ft.....	16
Fuel tank, gal.....	19
Crankcase, qt.....	4
Transmission/dif., pt.....	16/4
Radiator coolant, qt.....	16

CHASSIS/SUSPENSION

Frame type: Utilized.	
Front suspension type: Independent by short and long arms, torsion bars, antiroll bar.	
ride rate at wheel, lb./in.....	118
antiroll bar dia., in.....	0.94
Rear suspension type: Live axle, multi-leaf springs and telescopic shock absorbers.	
ride rate at wheel, lb./in.....	150
Steering system: Recirculating ball with integral power assist.	
overall ratio.....	18.8:1
turns, lock to lock.....	3.5
turning circle, ft. curb- curb.....	40.9
Curb weight, lb.....	3845
Test weight.....	4160
Distribution, (driver)	
% f/r.....	54.2/45.8

BRAKES

Type: Drums with power assist.	
Front drum, dia. x width, in.....	11 x 3
Rear drum, dia. x width.....	11 x 2.5
total swept area, sq. in.....	380.1
Power assist	
line psi at 100 lb. pedal.....	800

WHEELS/TIRES

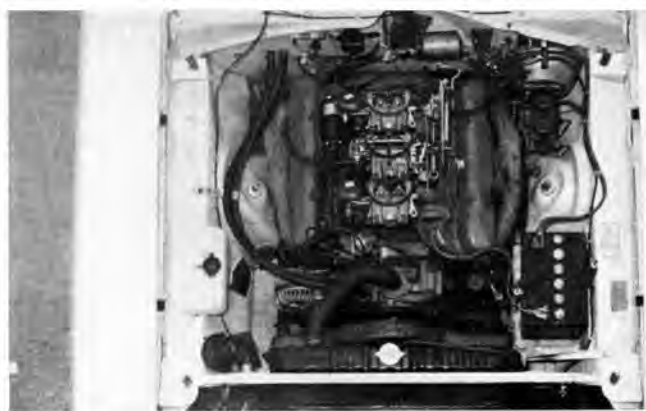
Wheel rim size.....	15 x 6JJ
optional size.....	n.a.
bolt no./circle dia, in.....	5/4.5
Tires: Goodyear Polyglas.	
size.....	G70-15
normal inflation, psi f/r.....	28/28

ENGINE

Type, no. of cyl.....	V-8
Bore x stroke, in.....	4.32 x 3.75
Displacement, cu. in.....	440
Compression ratio.....	10.1:1
Fuel required.....	premium
Rated bhp @ rpm.....	390 @ 4700
equivalent mph.....	91
Rated torque @ rpm.....	390 @ 3600
equivalent mph.....	70
Carburetion: Holley 3x2.	
throttle dia., pri./sec.....	1.50/1.75
Valve train: Hydraulic lifters, pushrods and overhead rocker arms.	
cam timing	
deg., int./exh.....	21-67/79-25
duration, int./exh.....	268/284
Exhaust system: Dual, reverse-flow mufflers.	
pipe dia., exh./tail.....	2.50/2.25
Normal oil press. @ rpm.....	.55 @ 2000
Electrical supply, V./amp.....	12/46
Battery, plates/amp. hr.....	78/70

DRIVE TRAIN

Transmission type: Three-speed automatic with torque converter	
Gear ratio 3rd (1.00:1) overall.....	4.10:1
2nd (1.45:1).....	5.94:1
1st (2.45:1).....	10.45:1
1st x t.c. stall (2.0:1).....	20.90:1
Shift lever location: Steering column.	
Differential type: Hypoid with limited slip.	
axle ratio.....	4.10:1



FIBERGLASS HOOD, charming to look at, but a nuisance at every gas stop, mounts on an all business scoop. No vacuum valve or dash control for this one. Plenum around the air cleaner is equipped with drainage tubes to get rid of collected rain water and bug carcasses. Vacuum operated triple Holleys are mounted on Edlebrock high-rise aluminum manifold.

(Feb. '69 CAR LIFE), and the two Hemi Charger 500s (April) were all essentially the same. Handling was near neutral, the cornering feel was good, and there was enough power and steering response to do nearly anything with the car. There is no great transition between initial steering response to the roll cornering attitude, and it can be hung on the limit of adhesion and kept there with little trouble.

This time we had yet one more incident that reinforces our fondness for the suspension. We were making a series of passes through a tight chicane for the photographer. It consisted of barreling through on the limit, then coming to a complete stop, reversing

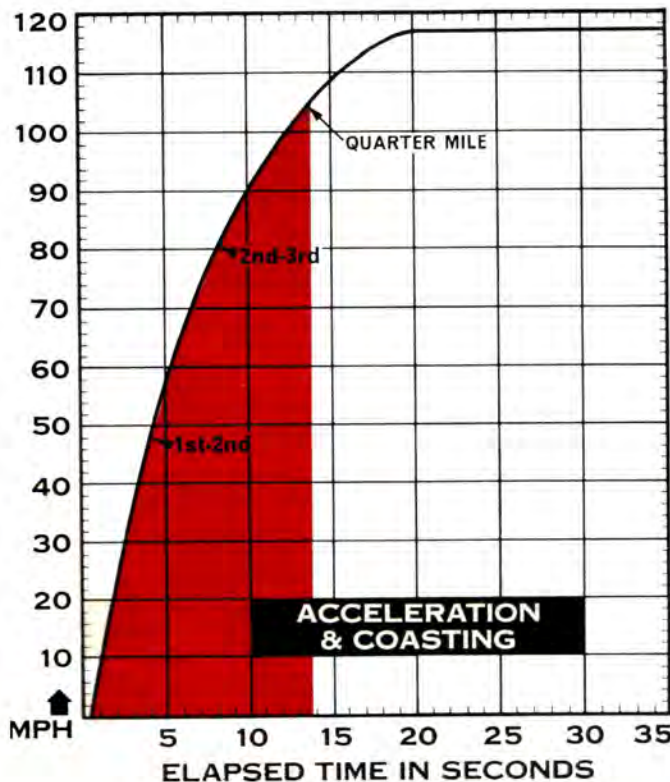
to turn around in the narrow lane, and then charging back through the chicane in the opposite direction. We, as testers, take great pride in keeping our testing procedures on a professional level. Nothing during a CAR LIFE road test is done to a test car that is not of some value to the car's evaluation, and we don't abuse the vehicles. But time, this afternoon, was running short. The photographers needed just one more pass. Finally, on one run the driver, instead of stopping and backing up to turn, braked very hard while simultaneously turning the wheel and grabbing first gear. The rear of the car broke traction and swung around. At just the right instant, he got back on the

gas, flicked the wheels straight, and accelerated off towards the chicane: a classic zero-radius slalom turn. The second tester, riding shotgun, exploded. Darned irresponsible nonsense, and he would thank the driver to behave himself. The driver was shocked. He had not thought of it as irresponsible at all, and had done it because it was expedient and because the car simply felt predictable enough to do it.

It was, and the car did it exceptionally well.

So there it is, the Six Pack Dodge: a drag-strip terror; a Hemi equalizer; and a 3800-lb., 117-in. wheelbase slalom car. ■

CAR LIFE ROAD TEST



CALCULATED DATA

Lb./bhp (test weight).....	10.7
Cu. ft./ton mile.....	189
Mph/1000 rpm (high gear).....	19.4
Engine revs/mile (60 mph).....	3090
Piston travel, ft./mile.....	193.2
CAR LIFE wear index.....	59.7

SPEEDOMETER ERROR

30 mph, actual.....	28.0
40 mph.....	38.0
50 mph.....	48.0
60 mph.....	58.0
70 mph.....	67.8
80 mph.....	77.3
90 mph.....	87.0

MAINTENANCE

Engine oil, miles/days.....	4000/90
oil filter, miles/days.....	8000/180
Chassis lubrication, miles.....	36,000
Antismog servicing, type/miles.....	tuneup, check or replace PCV valve/12,000
Air cleaner, miles.....	replace/24,000
Spark plugs: Champion J-11Y, gap, (in.).....	0.035
Basic timing, deg./rpm.....	.5BTDC/600
max. cent. adv., deg./rpm.....	30/4800
max. vac. adv., deg./in. Hg.....	21/16
Ignition point gap, in.....	0.016
cam dwell angle, deg.....	32
arm tension, oz.....	18
Tappet clearance, int./exh.....	0/0
Fuel pressure at idle, psi.....	4.5
Radiator cap relief press., psi.....	16

PERFORMANCE

Top speed (6000), mph.....	117
Test shift points (rpm) @ mph	
2nd to 3rd (6000).....	81
1st to 2nd (6000).....	48

ACCELERATION

0-30 mph, sec.....	2.5
0-40 mph.....	3.3
0-50 mph.....	4.2
0-60 mph.....	6.3
0-70 mph.....	7.5
0-80 mph.....	8.0
0-90 mph.....	9.9
0-100 mph.....	12.5
Standing 1/4-mile, sec.....	13.8
speed at end, mph.....	104.2
Passing, 30-70 mph, sec.....	5.0

BRAKING

Max. deceleration rate from 80 mph ft./sec./sec.....	24
No. of stops from 80 mph (60-sec. intervals) before 20% loss in deceleration rate.....	6 stops
Control loss? High.....	
Overall brake performance.....	fair

FUEL CONSUMPTION

Test conditions, mpg.....	10.1
Normal cond., mpg.....	10-13
Cruising range, miles.....	190-240