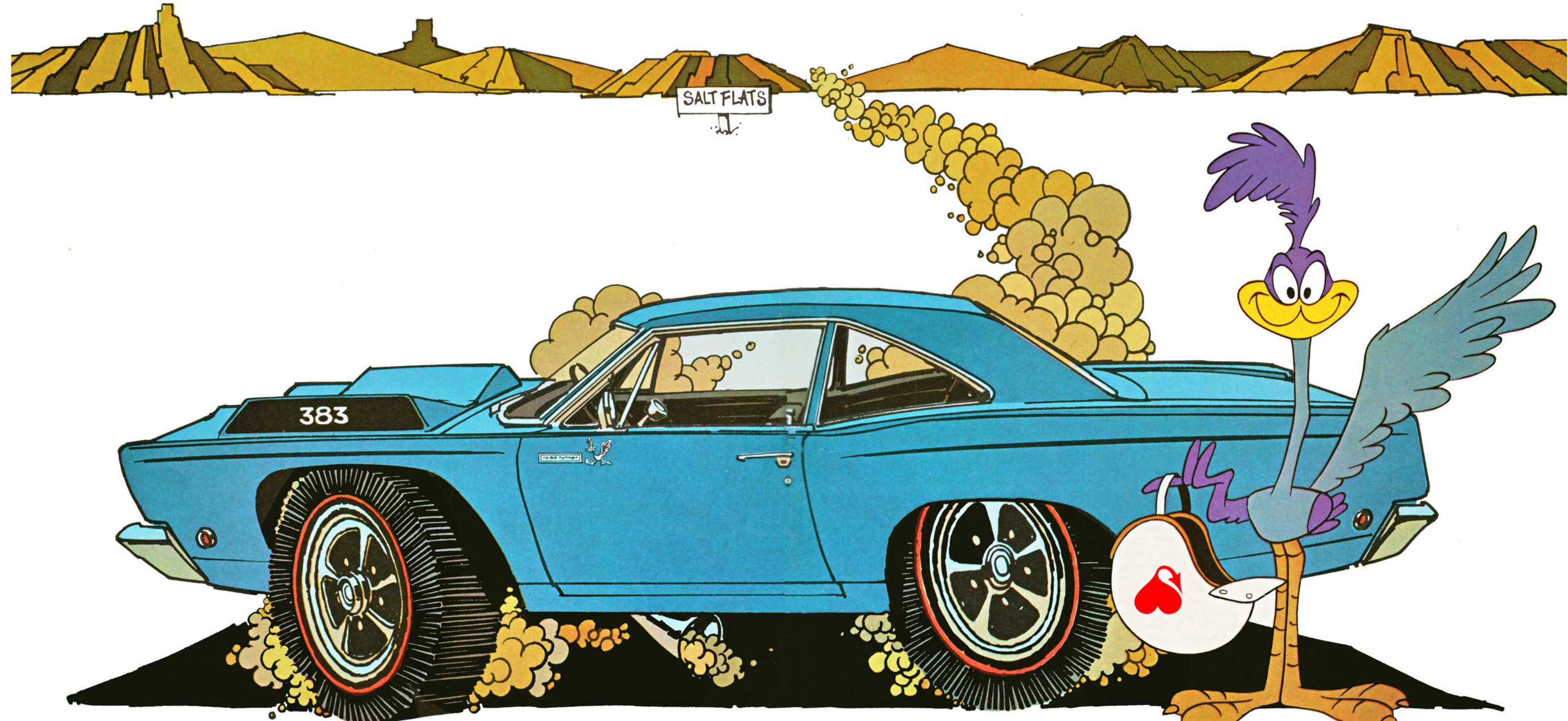


©1967 Warner Bros.—Seven Arts, Inc.

- 1960: Plymouth introduces ram induction to passenger cars.
- 1962: Plymouth introduces Super Stock automobiles; first Super Stock transmission.
- 1964: Plymouth introduces 426 Hemi; finishes 1,2,3 at Daytona 500 and 1,2 at Charlotte 600.
- 1965: Plymouth wins USAC Manufacturer's Award; introduces first altered-wheelbase "Funnycar."
- 1966: Plymouth introduces Street Hemi; takes Daytona, Darlington, Rockingham, Atlanta, Charlotte; wins Top Stock Eliminator, NHRA Winternationals, Springnationals, Summernationals, World Finals.
- 1967: Plymouth introduces 383 cu. in. Barracuda, 440 cu. in. GTX, first Supercar Clinics. Petty's Plymouth sets all-time Grand National win mark: 55 victories. Hemi-powered Miss Chrysler Crew wins World Championship Regatta, Detroit River.
- 1968: Plymouth introduces Road Runner, a performance coupe for car buffs with a budget; GT-type rear windows; a completely restyled Super Stock GTX; 318 and 340 cu. in. Barracudas.

(All Plymouth racing cars are specially prepared within the rules established by the respective NHRA, USAC, NASCAR and SCCA sanctioning bodies.)

... the Plymouth win-you-over beat goes on



©1967 Warner Bros.—Seven Arts, Inc.

You say you want to know what our new bird, the Road Runner, is all about? Take a look at the standard equipment and you'll get the idea:

- Special 383 Wedge, exclusive to the Road Runner, turning out 335 bhp at 5200 rpm and 425 lbs.-ft. at 3400 rpm.
- A high-lift stick (.450 in. intake and .465 in. exhaust) with 54 degrees of overlap and duration of 276 degrees (intake) and 292 degrees (exhaust).
- A tremendous brake/weight ratio, with 11 in. x 3 in. drums in

front and 11 in. x 2½ in. at the rear, stopping a new two-door coupe configuration.

- F 70 x 14 Wide Boots.
- 4-speed fully synchronized gearbox.
- Heavy-duty torsion bars, springs, shock absorbers, ball joints and a .94 in. stabilizer bar.
- A special identity all its own, with Road Runner birds at the back, sides, and instrument panel, plus a horn that goes "Beep Beep!" Just like in the cartoons.
- A price way below what you would

pay for a Supercar.

- A total lack of unnecessary doodads, gegaws, and falderal.

That's the standard stuff. Optional are things like a 426 Hemi. A special package including 3.55 rear end with Sure-Grip, viscous fan drive and heavy-duty shrouded radiator. And like that.

It's all put together for the guy who really digs cars, knows about tachs and staging lights and how to use 'em. Knows how to use his car in traffic, too, by following the rules and keeping his cool. Our kind of guy.

... the Plymouth win-you-over beat goes on

**"Beep-Beep!"**

**Plymouth** **CHRYSLER**  
MOTORS CORPORATION