

# MODIFYING THE MUSTANG V8

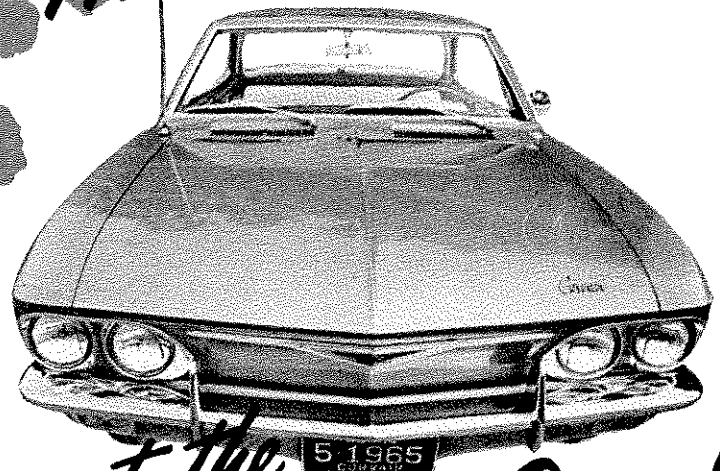
# HOT ROD

EVERYBODY'S AUTOMOTIVE MAGAZINE

OCTOBER 1965

Fastest 'Vette  
World Record SK Drag  
V8 Power for Corvair  
Secrets for Strip Stock

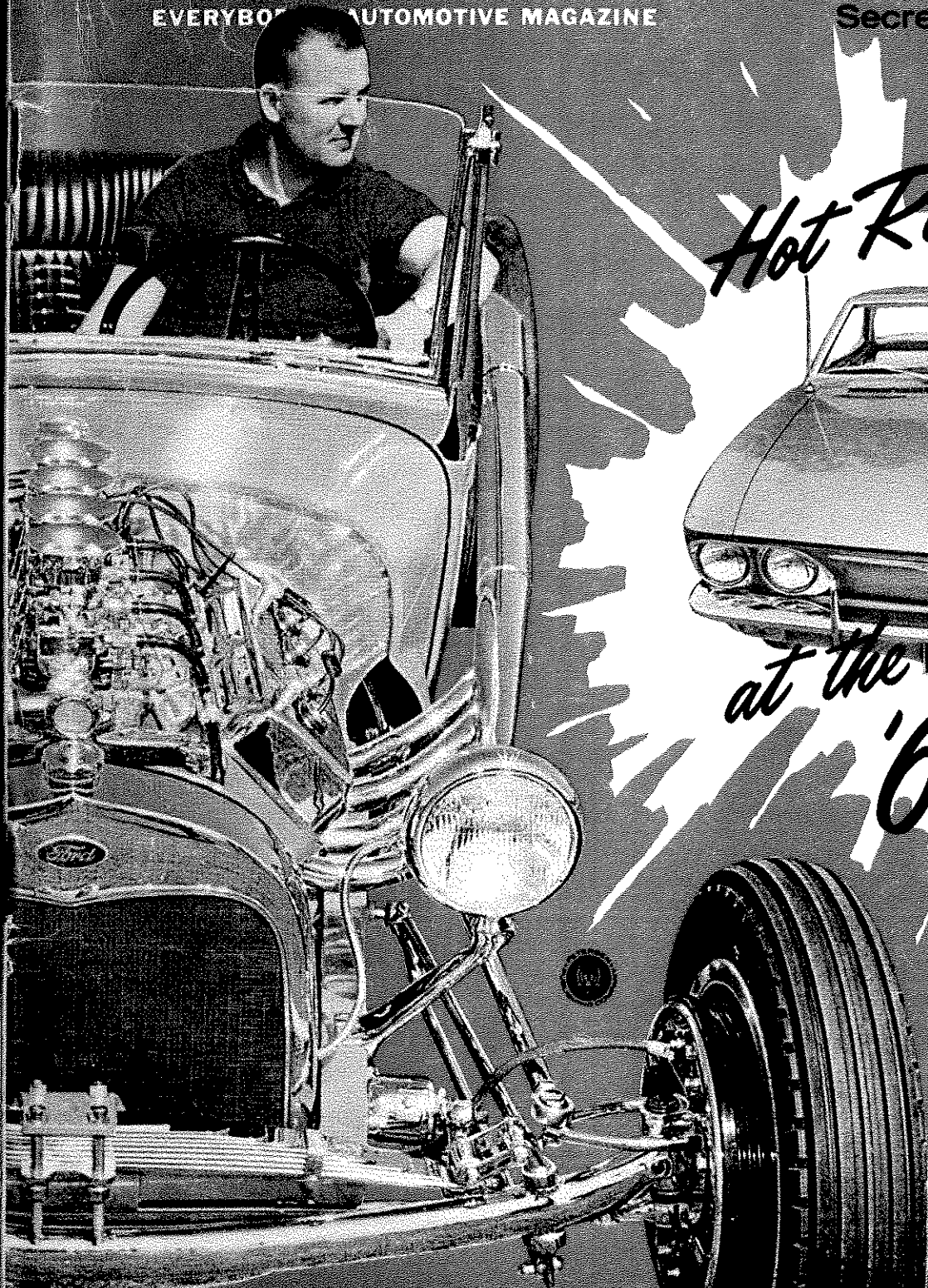
*Hot Rod Looks*



*at the '65 Cars!*

*All New*

- PERFORMANCE  
OPTIONS
- \*  
SUSPENSION  
DESIGNS
- \*  
DISC BRAKES
- \*  
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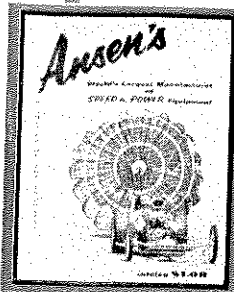
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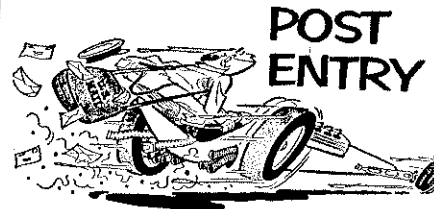
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of bikes has made your magazine complete for me. I'm an ex-hot rodder (due to the family budget). I blow off steam by scrambling—a sport I find comparatively inexpensive and most gratifying. However, the reason for writing stems from your test on the Yamaha 80. I recently bought one of these bears for my son, who is 9 years old and ready to go racing, too. In your test you mentioned the slack in the throttle cable and the lack of an adjuster. Our 80 had the same problem so I removed the carburetor cover and, lo and behold, right there on top of the carb is an adjuster—just like on my Triumph (and your Matchless, too, I'll bet). Now I realize this is a petty thing, but I couldn't stand by and see the little dude maligned.

All in all, I think your magazine is one of the best—just keep the bikes in.

Vern Westgate  
Huntington Beach, Calif.

P.S. Why don't you run an article promoting bike racing (scrambles and desert)? It's a good bit for us family types.

*The adjuster in the top of the carburetor will take the slack out of the throttle cable housing all right, but after it is adjusted there is still an appreciable amount of free play in the cam action of the throttle itself which cannot be taken out—nothing, however, that the fitting of an Amal throttle would not cure.—Ed.*

### TOM'S A BUSY BOY

Dear Editor:

We have been reading your magazine for a number of years and liked your article in August 1964 on Hot Rod's First Annual Championship Drags. We would like for you to clear up a question we have on the picture of Tommy Grove on page 31. You state him as winning S/SA and yet he has 651 A/FX on his right window. We have seen him at Fremont, running A/FX, and are wondering if this picture could have been taken at a later date and gotten mixed up.

Williams & Russell  
Redwood City, California

*Tom drove two Plymouths in the Hot Rod drags. One in S/SA competition (number 650), with which he won his class; the second was equipped with a hemi engine for A/FX (number 651) and is the car shown in August HOT ROD.—Ed.*

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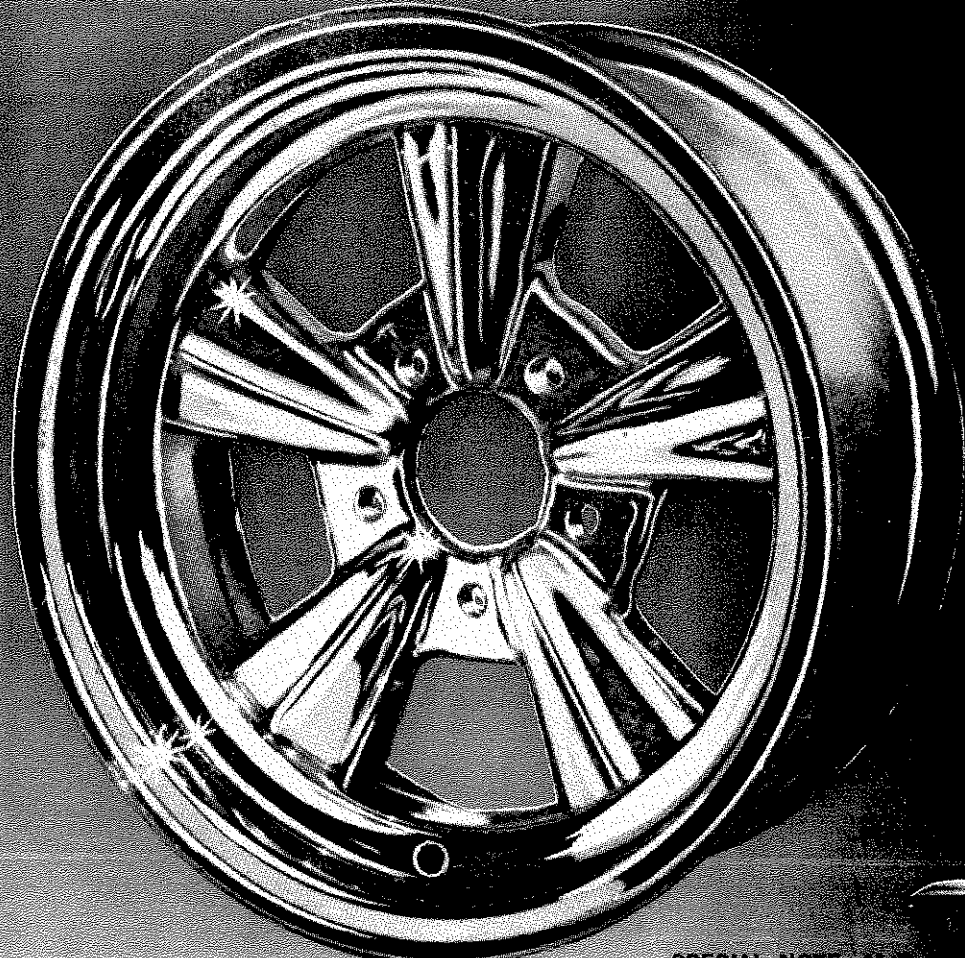
OCTOBER 1964



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*Racer*



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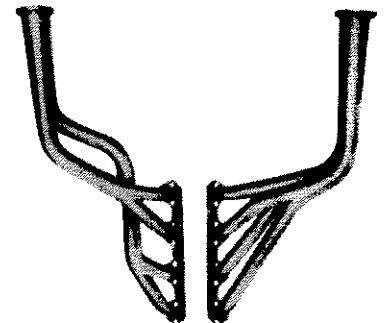
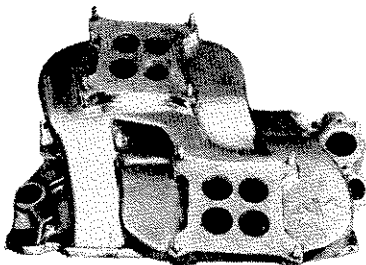
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Announcement time is here again and the best buy in the world, the American automobile, is ready in more forms than ever as the industry presents its 1965 wares to the public and hopefully prepares to sell some 8 million models during the next twelve months. Selection is wider than ever, styling is drastically changed, and engineering features are more interesting and worthwhile. Despite all the changes, basic prices will remain approximately the same as last year, and the year before, and for several years before that. This is why we call the automobile offerings in this country the world's best buys; they continually improve yet prices have held constant for several years in spite of increasing costs in all other phases of business.

Historians inform us that more than 2000 names of automobiles have been built in America since the turn of the century but today the list has been pared down to basically four giant corporations who build and market some dozen brand names, each with a number of different models. All the

models and body styles add up to several hundred in total number so the buying public still has a wide variety from which to choose.

In alphabetical order, these four corporations are: American Motors, Chrysler Corporation, Ford Motor Company, and General Motors Corporation. We will inspect and analyze

## HOT ROD

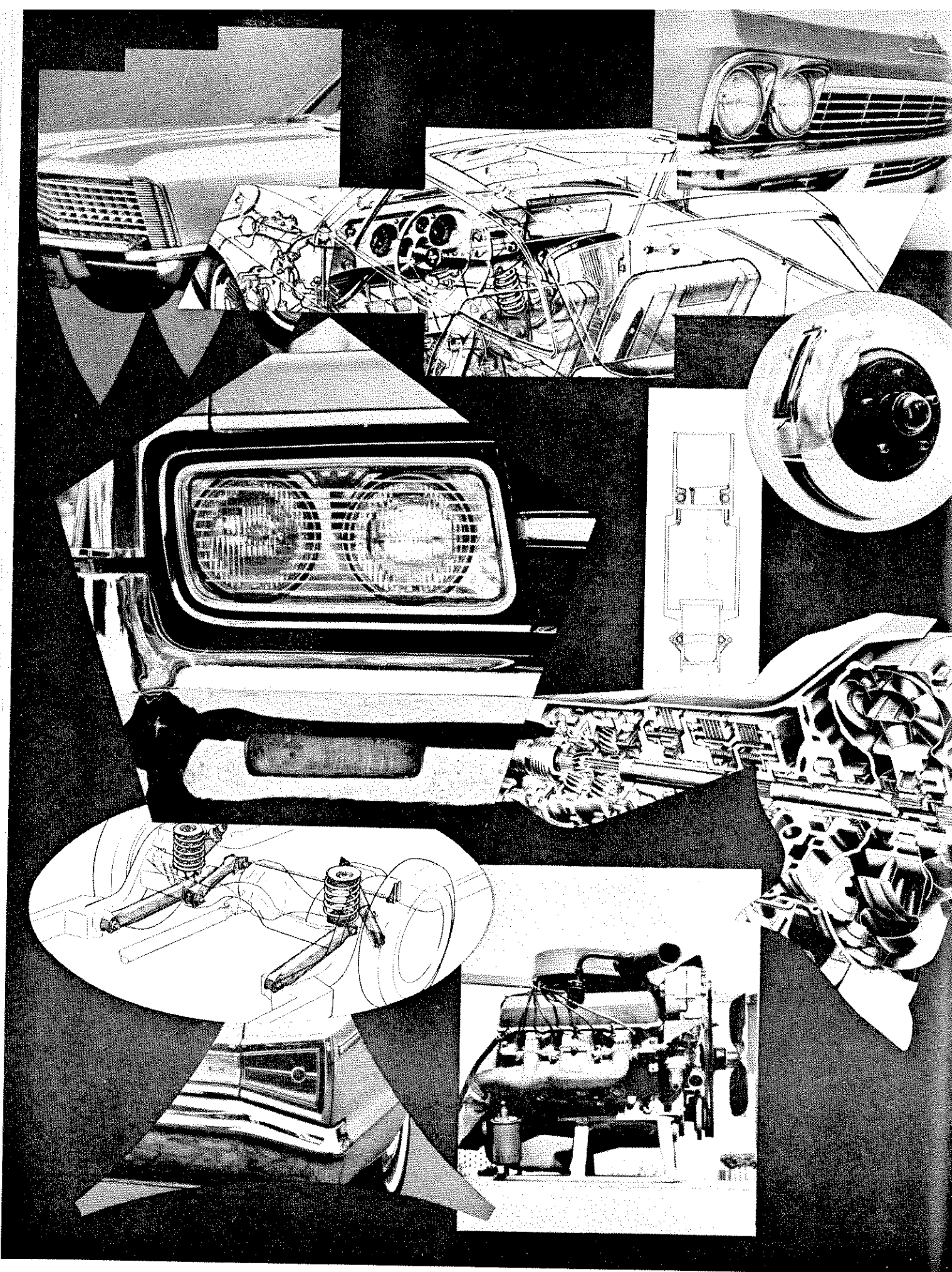
# X-RAYS THE 65'S

the various brands and models offered by each of these companies with particular emphasis on the mechanical items not readily visible to the eye. Styling is of course a highly important part of any new car's success but comments on styling will be kept at a minimum since the buyer's personal preferences are most important in this matter. We'll concentrate on engineering and performance features.

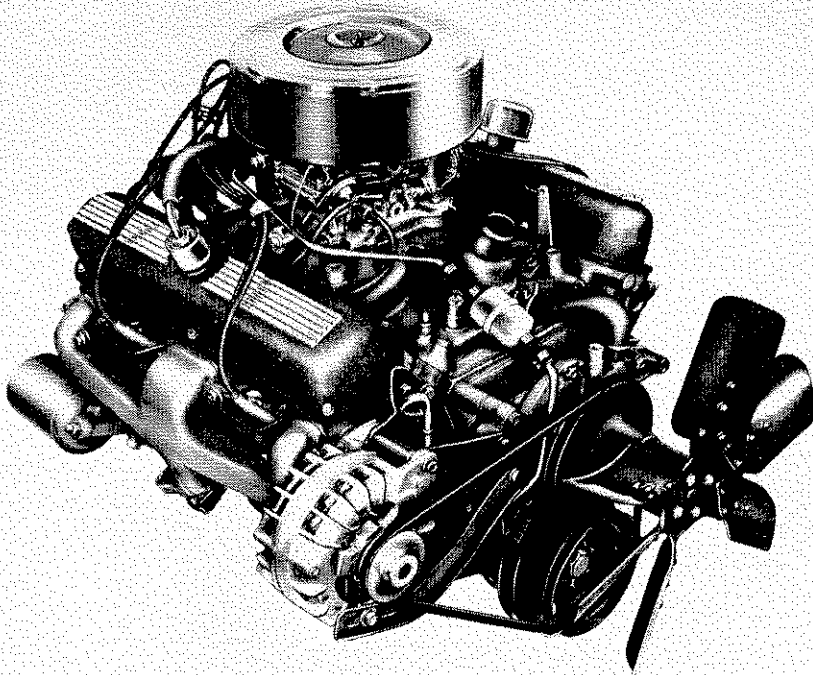
### AMERICAN MOTORS

Now that we have informed you that we are going to skip lightly around the styling part of the new models, we will upset things right here at the start with a comment on Rambler's styling. There was some surprise registered among automotive experts during the '64 model year when Rambler sales took a dip. Although styling acceptance is again a matter of personal preference, the consensus of opinion was that the '64 Ambassador, Classic and American cars were the best looking models ever built by that company. As for engineering excellence, these cars have long enjoyed a reputation as durable, thrifty, and well-constructed cars.

by Ray Brock



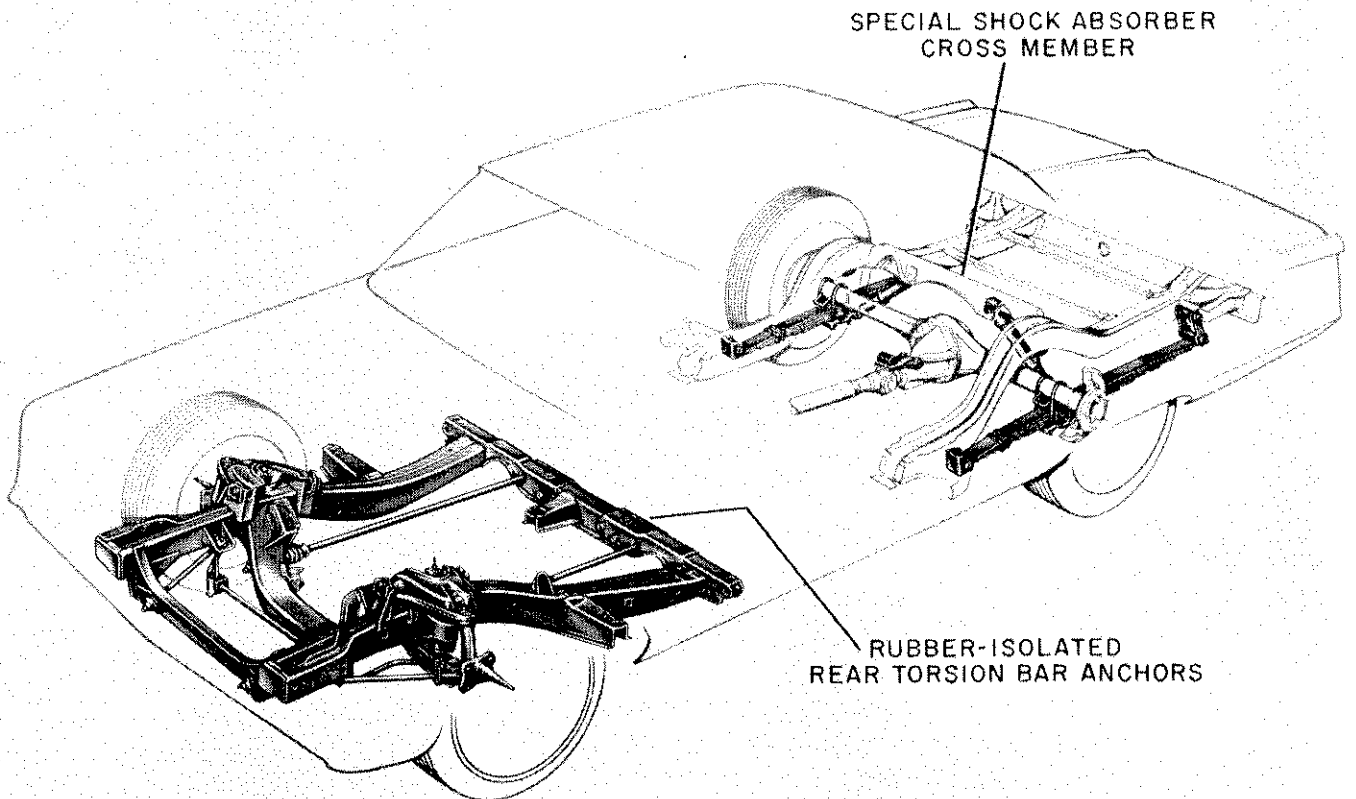
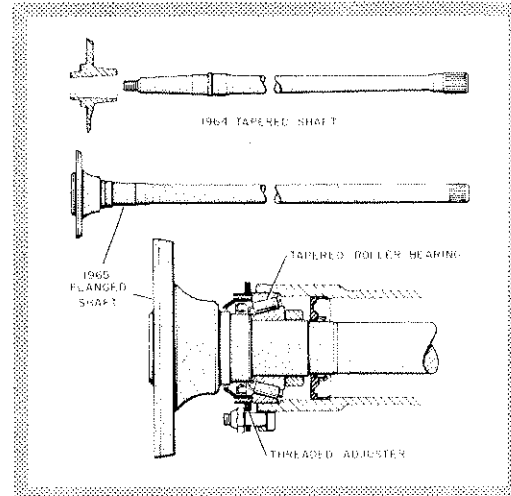
**HOT ROD X-RAYS THE 65's**  
*continued*



*ABOVE—High-performance version of 273-inch V8 will be available for Dart, Valiant and Barracuda models. It has increased compression, mechanical-lifted cam, four-barrel carburetor. Power rating is 235 hp but potential is much greater.*

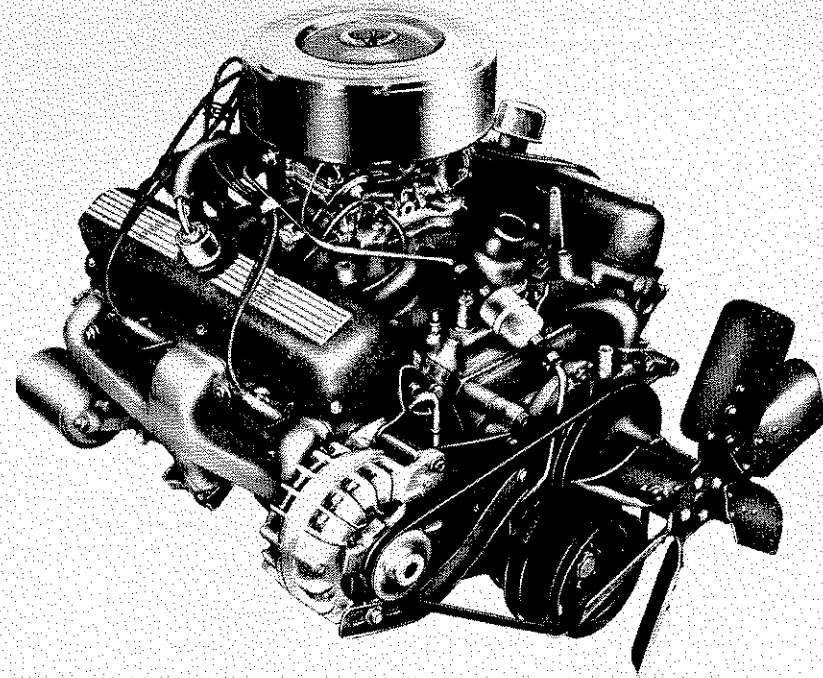
*RIGHT—All '65 Chrysler products will replace the tapered rear axle shaft with a flange-type for '65. This permits easier inspection and service of rear brakes.*

*BELOW—All 'C'-bodied Chrysler, Plymouth and Dodge cars will have unitized body that features stub frame from firewall forward. Rubber-isolated crossmembers for torsion bar anchors and rear shock absorbers help cut down road noise in car.*



**HOT ROD X-RAYS THE 65's**  
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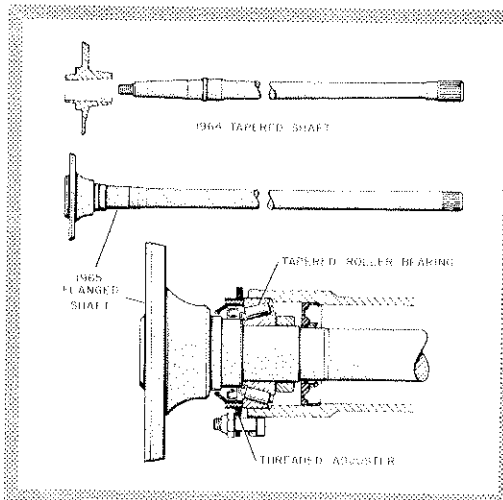
So, why didn't American Motors enjoy improved sales in '64 like all the other companies? We can't say for sure but maybe a partial reason was the anti-performance attitude of management. Any Rambler dealer will vehemently deny their cars lack performance and point with pride to their V8-powered Ambassador as a "hot" performer. But, with American Motors' top executives lashing out publicly against high performance and its accompanying evils, we suspect car buyers concluded that since Ramblers didn't have high performance, they must matter-of-factly have low performance. It isn't



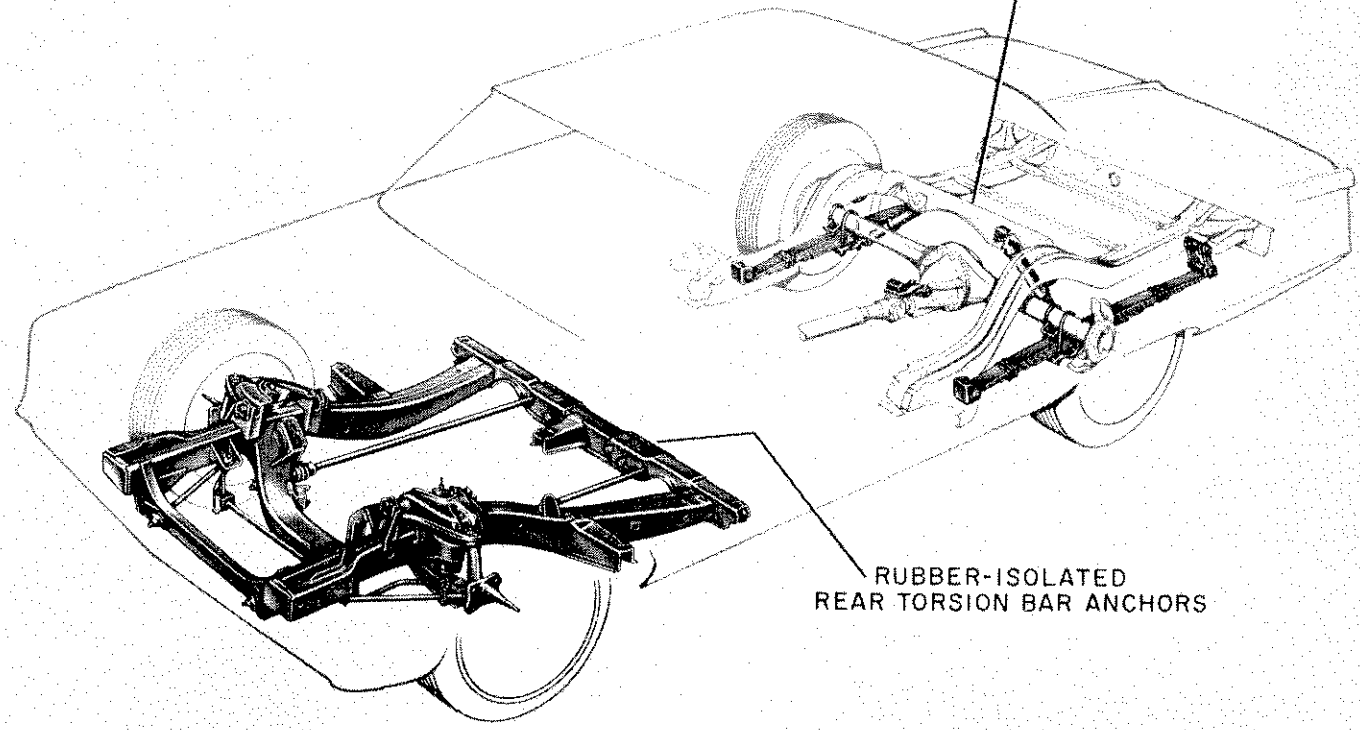
ABOVE—High-performance version of 273-inch V8 will be available for Dart, Valiant and Barracuda models. It has increased compression, mechanical-lifted cam, four-barrel carburetor. Power rating is 235 hp but potential is much greater.

RIGHT—All '65 Chrysler products will replace the tapered rear axle shaft with a flange-type for '65. This permits easier inspection and service of rear brakes.

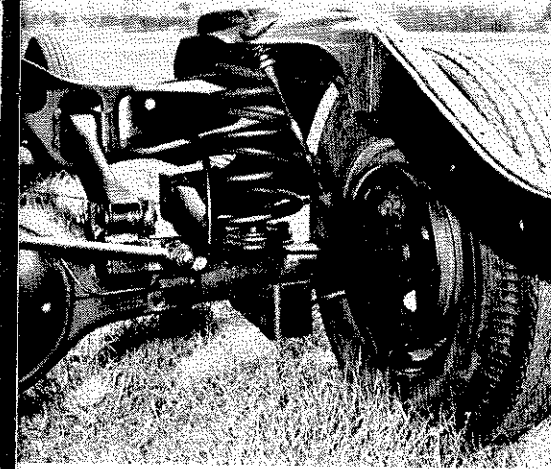
BELOW—All 'C'-bodied Chrysler, Plymouth and Dodge cars will have unitized body that features stub frame from firewall forward. Rubber-isolated crossmembers for torsion bar anchors and rear shock absorbers help cut down road noise in car.



**SPECIAL SHOCK ABSORBER CROSS MEMBER**



**RUBBER-ISOLATED REAR TORSION BAR ANCHORS**



TOP—Ford and Mercury cars switched to coil springs at the rear for '65. Trailing arms from frame to axle control bottom of axle while another shorter link from top of axle resists torque and braking. Cross-chassis sway bar is also used.

ABOVE—Ford and Merc have also revamped front suspension with a drag-strut lower control arm arrangement similar to that they've used in recent years on their Falcons and Fairlanes.

true, for each of the three Rambler series does offer optional powerplants with reasonably lively performance, but the connotation doesn't help attract buyers desiring action.

If you are expecting us to make the startling revelation that Rambler has decided to join the performance race in 1965, you're wrong. We don't even know whether their president intends to keep talking against high performance but one thing is definitely fact and that is Rambler wants to gain back a larger share of a mushrooming market. More models have been added to their lineup for '65 and styling, although completely new in '64, has been revamped considerably, particularly in the Ambassador series.

The Ambassador formerly shared

wheelbase with the Classic series but for '65, wheelbase has been stretched from 112 to 116 inches and the overall car length has been lengthened 10 inches to 200 inches. A convertible has been added and the Ambassador series will be much more luxuriously appointed in '65 to make a strong run at the medium price class.

Rambler's dual master brake cylinder introduced last year with separate hydraulic systems for front and rear wheels is again retained as standard equipment and also disc brakes for the front wheels are optional on Ambassador and Classic models. These Bendix units are similar to those introduced by Avanti a couple of years ago and are offered with power brake option. Other engineering changes in Rambler cars are: increased capacity ring and pinion gears; larger wheel cylinders on cars with standard brakes for less pedal effort; low-profile tires; and many more relatively minor changes designed to lessen service problems.

**CHRYSLER CORPORATION**

Still on the upswing since major reorganization three years ago, the Chrysler Corporation gets to test the efforts of Elwood Engel's styling and Engineering's ideas with the '65 models. Although some of Engel's influence reached the '63 and '64 models (particularly '64 Imperial), this year will represent the first complete cars which are the result of present management. If you detect a bit of Continental styling in the '65 Chrysler cars, just remember that Engel designed the Continental before moving from Ford to Chrysler.

There are a number of features which are common to all '65 Chrysler Corporation cars so rather than repeat them during the rundown on each model, we'll list them here. First of all, the pushbutton is dead! From now on, it'll be shift levers on the steering column (or console) with an SAE-adopted universal shift pattern which will be used on all '65 cars, regardless of make. The standard pattern is P-R-N-D-L. Next, Chrysler cars have all joined the team with flanged rear axle shafts instead of the tapered type with key slot which required a drum puller to check rear brakes. Also, all Chrysler cars, as well as the rest of the industry, will use low-profile tires which are designed to improve handling and mileage. Now to the individual models.

**CHRYSLER**

Chrysler wheelbase has been lengthened 2 inches to 124 inches for 1965 and overall length just three inches although the new styling makes the car appear much longer than before. Despite some rumors to the contrary, Chrysler retains the torsion bar front

suspension and longitudinal leaf springs at the rear. Both torsion bars and leaf springs have been lengthened and spring rates lowered to give a smoother ride. In addition, the rear anchor of the bars is fixed in a rubber-isolated crossmember which dampens road noise. At the rear, a rubber-isolated crossmember provides an anchor for the upper ends of the shock absorbers to dampen road noise.

One item which will certainly attract attention and comment on the new Chryslers is the rectangular glass cover over each pair of headlights. This is strictly a styling feature but might possibly be the forerunner to rectangular lights which are presently being used on a few European cars and reportedly give a better light pattern than conventional round sealed beams. Glass used on the Chryslers is tempered and sealed by a rubber gasket to prevent moisture and dust from collecting between glass and lamps. Although testing on the proving ground only turned up one broken glass, we suspect these covers will be pretty susceptible to rocks when the public gets them on the highways. Being tempered glass, they will craze into small crystals when broken and harmlessly fall out. This type of broken glass does not have sharp edges so will not prove harmful to automobile tires.

**PLYMOUTH**

Plymouth has blossomed out with two separate body shells and wheelbase measurements for '65 with the Belvedere series on 116-inch wheelbase and a Fury series with 119-inch wheelbase. These two lines are more different than the slight wheelbase difference might suggest. The '65 Belvedere series is based on the same B body shell as last year's complete Plymouth line. It is fully unitized construction and maintains the same running gear as the '64 models.

There's a wide selection of engine options available in the Belvedere series and since this is the lightest and shortest wheelbase Plymouth for '65, they have chosen it to house their hottest engines. You can order any one of eight engines, from a 225-inch six to a 426-inch hemi V8 and although the dual-quad, ram-inducted hemi is rated a mere 425 horsepower, you can bet it's at least a 100 or so more with an average tune job. This car, and its Dodge counterpart, will still be the scourge of the drag strips in '65 although no aluminum front sheet metal will be offered. As in the past, both the drag strip proven automatic and Chrysler's four-speed are available.

The larger Plymouth Fury is aimed directly at the medium-priced market  
*(Continued on following page)*



and will compete with Impalas, Galaxies, Catalinas and the like. This series has four model names: Fury I, Fury II, Fury III, and Sports Fury. Wonder what happened to Son of Fury? Using the same C body shell as Chrysler, you might expect the Fury series to be much larger, heavier cars than '64, and you would be right. These cars are more luxuriously appointed than before and have quieter, softer road manners. The station wagon in particular, with the same 121-inch wheelbase as the Chrysler wagon, is a real change over its '64 predecessor.

The Fury series has wider tread than before with the 62-inch front and 61-inch rear tracks, 2½ inches wider than last year's models (and this year's Belvederes) both front and rear. The top engine option for the Fury series is a 365 horsepower wedge-chamber 426 with high-performance hydraulic camshaft and a single four-barrel carburetor.

#### VALIANT

The big news for Valiant and its fastback companion Barracuda, is an optional high-performance version of the 273-inch V8. In its standard version, the 273 is rated 180 horsepower but with a four-barrel carburetor in place of the dual, 10.5:1 compression instead of 8.8:1, a high capacity single exhaust pipe, and a mechanical high-performance camshaft, power is easily raised to 235 hp. Actually, this engine has even more potential than 235 since valve sizes and ports remain the same as on the standard 273. Close confines of the engine compartment limit space for a more efficient exhaust system. Should somebody figure out a way to eliminate

the tight exhaust manifolds, particularly the corkscrew model on the left side, and get the exhaust gases underneath the bottom of the car into a low-restriction dual exhaust system, a little engine work could raise the output up close to the magic horse-per-inch figure. Maybe this will be forthcoming later in the model year from Plymouth.

A high-performance chassis package also goes along with the engine on both Valiant and Barracuda. It consists of higher rates for the front torsion bars and the rear leaf springs as well as a heavier sway bar. Firmer shock absorbers are also in this Rallye handling package. A final performance option, this one to be dealer-installed, consists of a disc brake package for the front wheels only.

#### DODGE DIVISION

This division of Chrysler Corporation enjoyed the best sales increase during the '64 model year and they've expanded models for '65 with hopes of grabbing off even more sales. They will use the three body shells; A for the Dart, B for a new Coronet series and C for Polara, Custom 880 and a swanky Monaco hardtop. Darts will have a 111-inch wheelbase, Coronets will be 117 inches and the largest Dodges will be on 121-inch wheelbase. Darts will remain in the same market niche where they've been so successful the past couple of years but the new Coronet series will be in direct competition with GM's Chevelle, Special, F-85, Tempest, plus Ford's Fairlane and Rambler Classics. Also, price-wise, the Coronets are competitive with the lower-priced models of Ford and Chevrolet.

The Polara and Custom 880 are sized and priced to compete with Impalas, Galaxies and Pontiac Catalinas. The Monaco, a bucket-seat two-door hardtop, is specifically designed to reach into the "personal car" market currently being shared by Thunderbird, Grand Prix and Riviera.

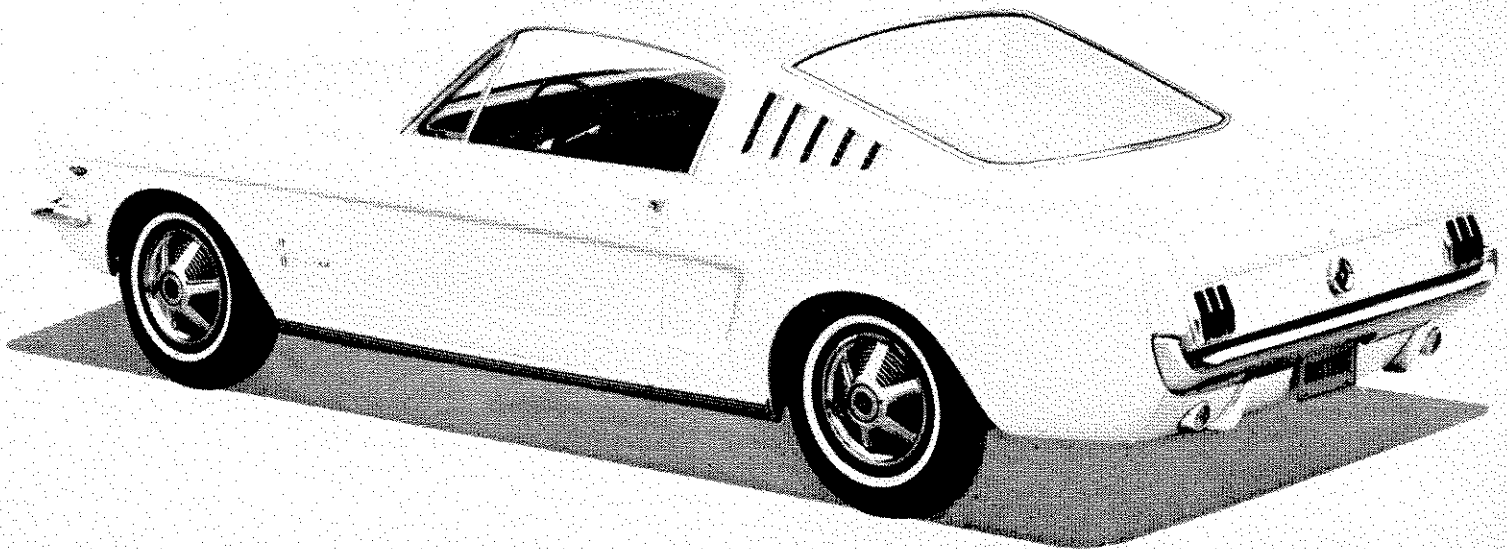
With these large models priced in the medium price class, the Coronets in the low-price three and medium-size compact class, plus the hot-selling Dart in the compact class, Dodge figures to bracket the price range where nearly 80% of all cars are sold.

Optional performance engine offerings for the Dodge lineup correspond with Plymouth as the hemi 426 is available in the shorter wheelbase Coronet and up to 426 inches of tamed-down wedge engine at 365 horsepower in the larger Dodges. As with the Valiant line, Dart also offers the high-performance 273 V8 and heavy-duty chassis package. Dart doesn't have a fastback model to compete against Barracuda but who knows what the future will bring?

#### FORD MOTOR COMPANY

Performance is not a dirty word in Dearborn, Michigan, for both of the car divisions headquartered in this town are extremely happy with the way their cars performed this past year on race tracks, drags strips, highways and particularly the showroom floors.

The largest of Ford's two car divisions had a good year with the '64 models and they're looking forward to 1965 with even greater expectations. How much the "Total Performance" theme had to do with sales this past year is a hard thing to determine but the impor-



and will compete with Impalas, Galaxies, Catalinas and the like. This series has four model names: Fury I, Fury II, Fury III, and Sports Fury. Wonder what happened to Son of Fury? Using the same C body shell as Chrysler, you might expect the Fury series to be much larger, heavier cars than '64, and you would be right. These cars are more luxuriously appointed than before and have quieter, softer road manners. The station wagon in particular, with the same 121-inch wheelbase as the Chrysler wagon, is a real change over its '64 predecessor.

The Fury series has wider tread than before with the 62-inch front and 61-inch rear tracks, 2½ inches wider than last year's models (and this year's Belvederes) both front and rear. The top engine option for the Fury series is a 365-horsepower wedge-chamber 426 with high-performance hydraulic camshaft and a single four-barrel carburetor.

#### VALIANT

The big news for Valiant and its fastback companion Barracuda, is an optional high-performance version of the 273-inch V8. In its standard version, the 273 is rated 180 horsepower but with a four-barrel carburetor in place of the dual, 10.5:1 compression instead of 8.8:1, a high capacity single exhaust pipe, and a mechanical high-performance camshaft, power is easily raised to 235 hp. Actually, this engine has even more potential than 235 since valve sizes and ports remain the same as on the standard 273. Close confines of the engine compartment limit space for a more efficient exhaust system. Should somebody figure out a way to eliminate

the tight exhaust manifolds, particularly the corkscrew model on the left side, and get the exhaust gases underneath the bottom of the car into a low-restriction dual exhaust system, a little engine work could raise the output up close to the magic horse-per-inch figure. Maybe this will be forthcoming later in the model year from Plymouth.

A high-performance chassis package also goes along with the engine on both Valiant and Barracuda. It consists of higher rates for the front torsion bars and the rear leaf springs as well as a heavier sway bar. Firmer shock absorbers are also in this Rallye handling package. A final performance option, this one to be dealer-installed, consists of a disc brake package for the front wheels only.

#### DODGE DIVISION

This division of Chrysler Corporation enjoyed the best sales increase during the '64 model year and they've expanded models for '65 with hopes of grabbing off even more sales. They will use the three body shells; A for the Dart, B for a new Coronet series and C for Polara, Custom 880 and a swanky Monaco hardtop. Darts will have a 111-inch wheelbase, Coronets will be 117 inches and the largest Dodges will be on 121-inch wheelbase. Darts will remain in the same market niche where they've been so successful the past couple of years but the new Coronet series will be in direct competition with GM's Chevelle, Special, F-85, Tempest, plus Ford's Fairlane and Rambler Classics. Also, price-wise, the Coronets are competitive with the lower-priced models of Ford and Chevrolet.

The Polara and Custom 880 are sized and priced to compete with Impalas, Galaxies and Pontiac Catalinas. The Monaco, a bucket-seat two-door hardtop, is specifically designed to reach into the "personal car" market currently being shared by Thunderbird, Grand Prix and Riviera.

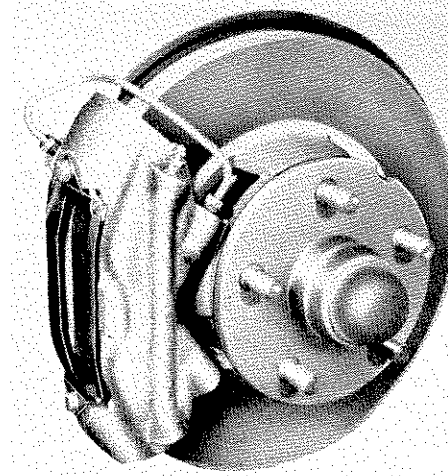
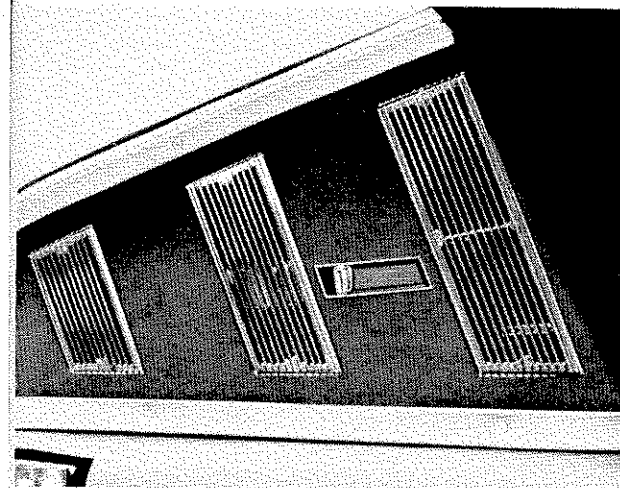
With these large models priced in the medium price class, the Coronets in the low-price three and medium-size compact class, plus the hot-selling Dart in the compact class, Dodge figures to bracket the price range where nearly 80% of all cars are sold.

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#### HOT ROD X-RAYS

*continued*

*FAR LEFT*—Three grille sections in Mustang can be operated by slide latch to allow air passage for flow-through ventilation.

*LEFT*—Optional disc brakes for front of Mustang have cast iron caliper with two cylinders per side forcing lining against cast iron disc.

tant figure is that although both Ford and Chevrolet increased total sales in '64, Ford's extra portion of the enlarged car market was more than Chevrolet's.

#### FORD

Ford's ecstatic about the way the mid-year Mustang caught on and they are convinced it's not going to slack off

*OPPOSITE PAGE*—Mustang's new fastback model is called a 2-plus-2, has a fold-down rear seat for stowage of luggage when used as a two-place only. The sloping roof styling restricts head room in the rear seat. Louvers are real. *BELOW*—Chevrolet's offering for '65 might also be termed a fastback but this Impala hardtop is considerably larger than Mustang. More streamlined styling and flowing curves are used on most GM cars this year, could cut wind noise.

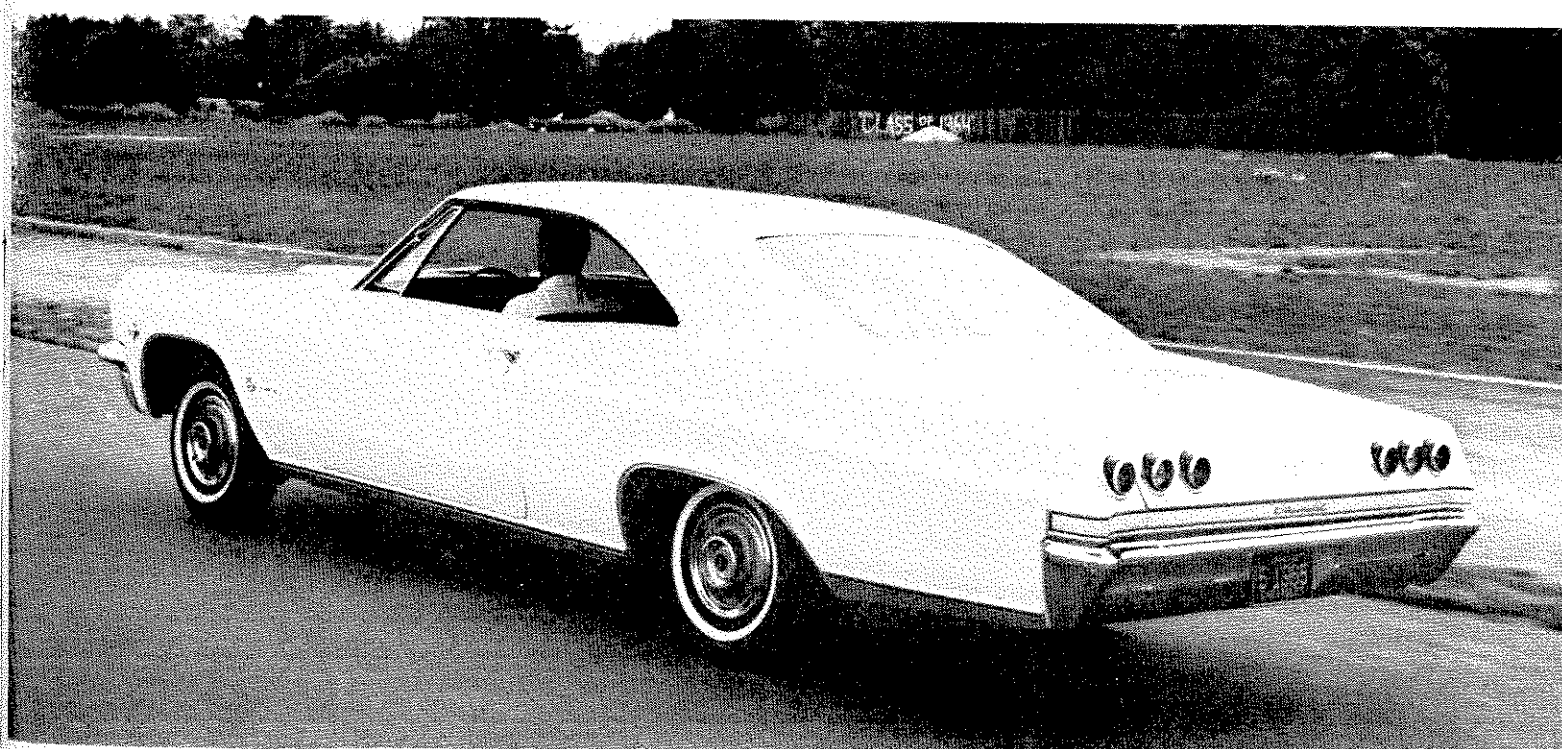
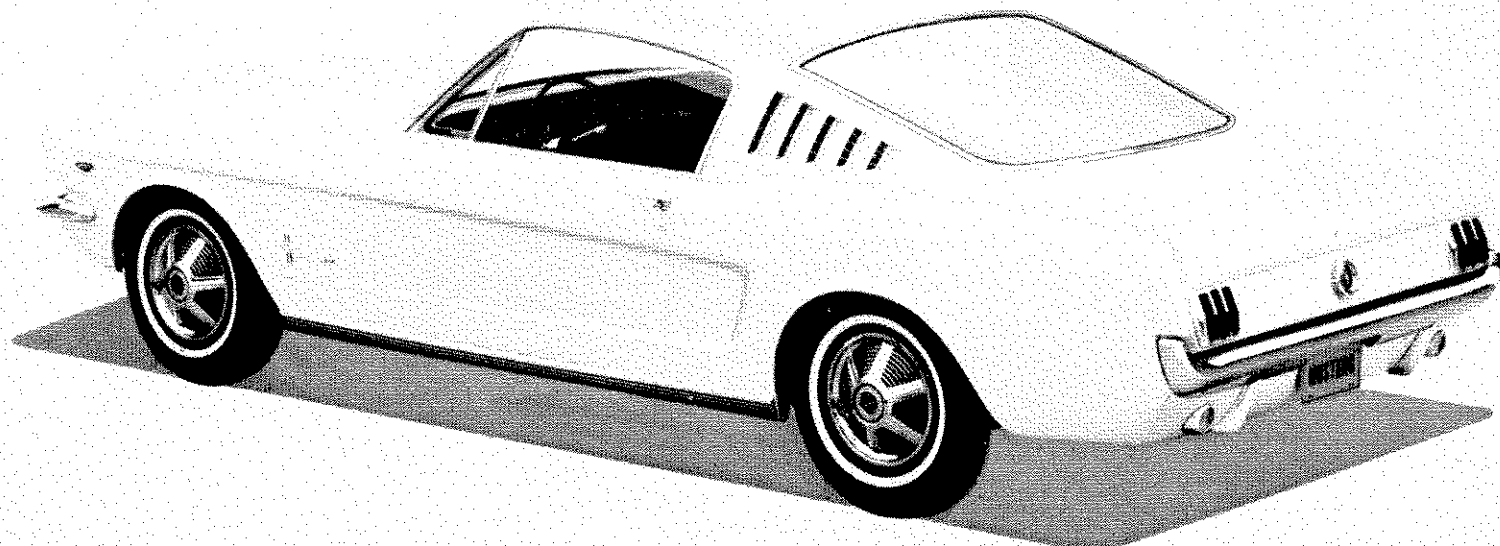
a bit through the upcoming model year but the one management is really excited about for '65 is the big Ford. A completely new body and frame design is used in conjunction with a new suspension system featuring coil springs on all four corners. Ford is confident they have a car which will give a softer and quieter ride than anything else on the road. This is a big claim because there are some pretty good machines on the roads already but it does mean that Ford is much improved.

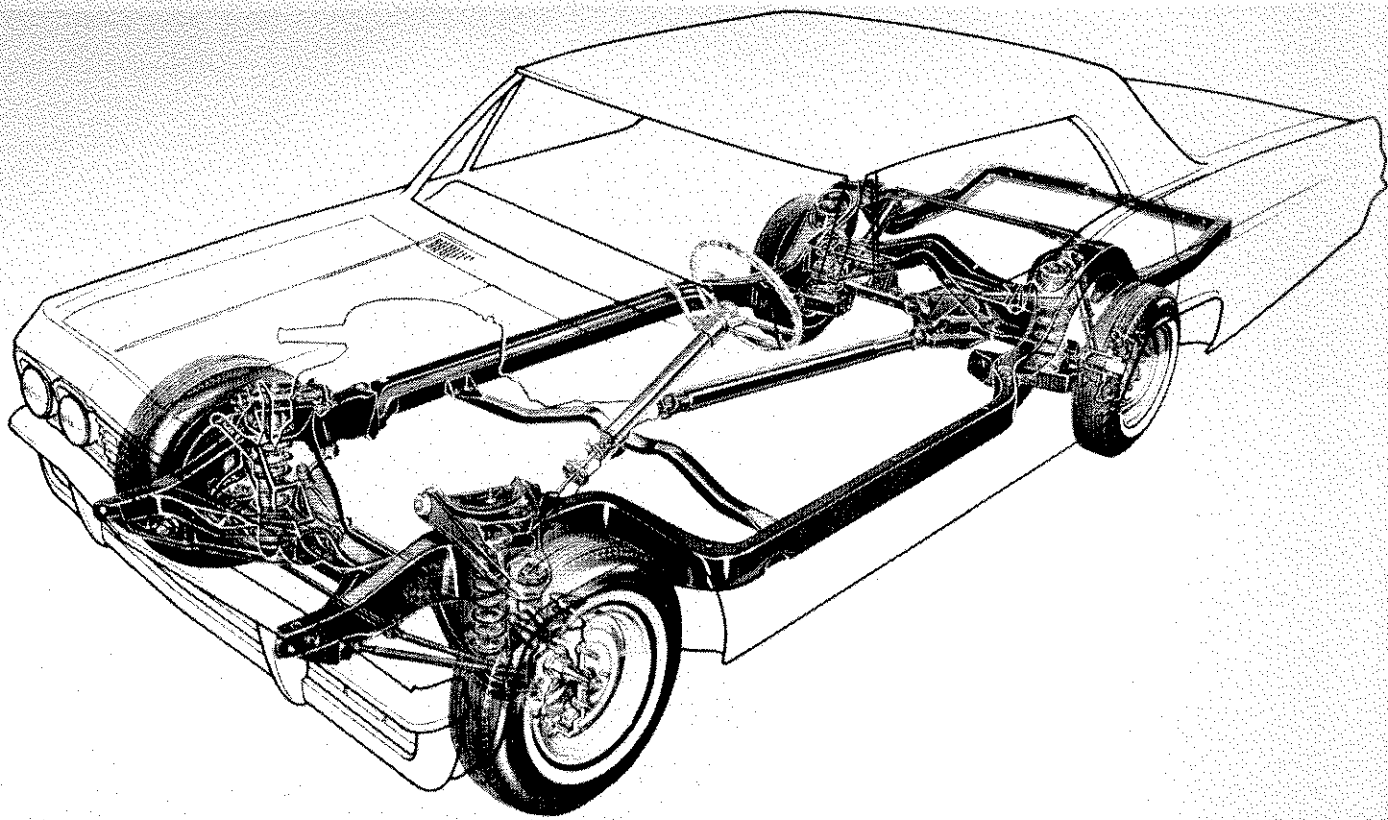
The new rear suspension has a pair of trailing arms between lower frame rails and the axle housing with coil springs just ahead of the axle and between the control arms and frame pads. A third link is mounted at the top of the axle housing to resist torque and braking forces. The final locating device is a track bar between the left frame

rail and the right side of the axle housing to eliminate side motion. All links are well isolated by rubber biscuits to dampen road noise and as for the coil springs, it's long been established that coils flex easier than leaf springs so permit a softer ride.

Up front, the lower control arm has been redesigned to the popular "drag strut" type used by a large number of our modern cars today including Fairlane and Falcon. This arrangement provides better noise isolation between road and chassis.

Ford's frame and body combination for '65 are unique with a fully boxed frame extending out to rocker panels of a body which is built much in the same manner as a unitized body. This body mounts to the frame at only 4 points, two at the firewall and two just ahead  
*(Continued on following page)*





of the rear axle. The average body-frame type car uses as many as 18 mounts. Fewer contacts between frame and body mean less road noise transfer and the rigid body will resist torsional stress while the frame can flex through the mid section where it does not contact the body.

We can attest to the fact that Ford has evidently come up with the right answer, for the '65 Galaxie we drove didn't ride or sound like any Ford we had been in before. Whether this car is superior to some of GM's soft riding, quiet cars or not we can't say, but Ford has made a giant step forward.

Fords will continue to be available with performance options and although they did pass out photos of an experimental overhead cam 427 V8 a few months back, this engine definitely won't be available at the beginning of the model year and probably not even by mid-year to the average buyer. The high-performance, 425 horsepower 427 so successful in '64 will again be available at introduction time and as usual, a heavy-duty chassis kit is included.

#### FAIRLANE

Styling is the big news for '65 Fairlanes with most other changes restricted to the category of "smoothing out rough spots" that may have been left over from the previous model year. Fairlanes were solid cars last year though so not too many rough spots needed attention. Again, the top performance option is a

#### HOT ROD X-RAYS THE 65's *continued*

271 horsepower, 289-inch V8. It's a tiger when combined with the right axle ratio.

#### FALCON

As with the Fairlane, most Falcon improvements are of the refinement nature rather than revolutionary. On V8 models, a two-barrel version of the 289 engine is optional in place of the 260-incher used in '64. Power rating on the Falcon V8 will be 195 horsepower, up 31 over last year. Another option for '65 is a limited-slip differential available in all ratios.

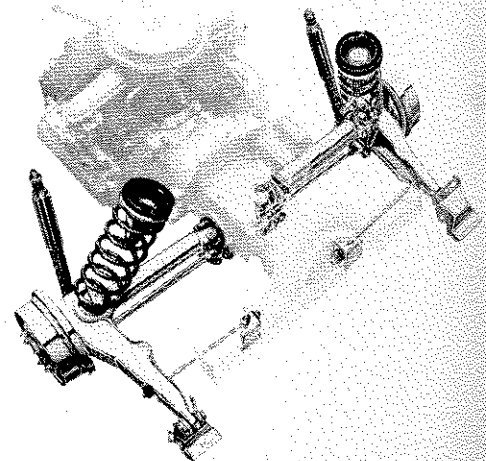
#### MUSTANG

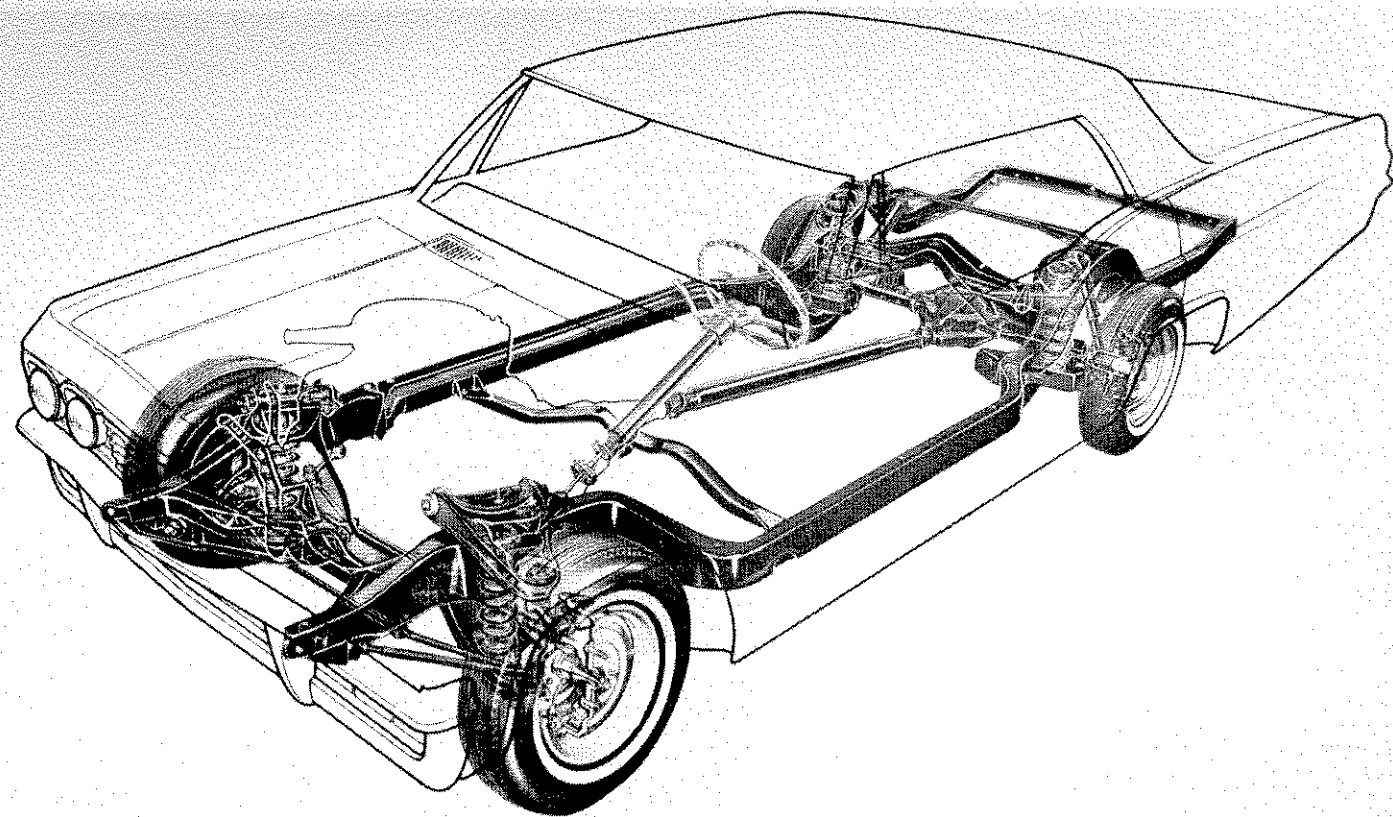
This is of course the darling of the Ford Division and Ford dealers throughout the country, for it is selling like

*TOP OF PAGE—Chevrolet has an all-new perimeter frame design and also a drag-strut type lower front control arm. Wheelbase is the same as '64 but tread has been widened front and rear.*

*ABOVE RIGHT—The 409 emblem on the front fender tells that this is the most powerful offering by Chevy for '65.*

*RIGHT—Corvair's rear suspension is fully independent for '65 with control rod beneath axle shaft and the axle itself controlling wheel camber and tread. The '65 Corvair is improved in handling.*





hotcakes and still demanding and getting full window-sticker price. During the first four months of on-sale, 100,000 Mustangs were built and sold, and dealers all over the country are still back-ordered. Although introduced in April, the Mustang is registered as a '65 model and will continue unchanged through the new model year without change but with an extra model added.

It's a fastback model which will appeal to quite a few people but not to all so the hardtop coupe and convertible should both remain popular too. Ford calls the fastback a 2+2 on the theory that two can sit in front and two in the rear. In reality, those two in the rear had better be rather small because headroom has been trimmed substantially with the sloping roof line. The rear seat folds down similar to Barracuda so that extra luggage space is provided and a trap door can also be opened between passenger and trunk areas for long

*BELOW—On tight corners, '65 Corvair will hold its own with anything on the road. On the high speed corners, oversteer is present but driver can easily compensate and with a secure feeling.*

loads. Louvers replace the area normally occupied by rear side windows and these match vent grilles on the inside with slide buttons to open the vents for flow-through ventilation.

Mechanically, the only major new item which has been added to Mustang models is an optional disc brake system. These are available for the front wheels only and are Kelsey-Hayes designed with a wide cast iron disc which has ventilation ribs between the two friction surfaces.

#### THUNDERBIRD

Styling changes for the '65 Bird are few and the most notable engineering change has been the addition of disc brakes on the front wheels as standard equipment. These units are of the same design but larger than those optional on the Mustang. Probably the biggest single plus feature of disc brakes is their ability to provide safe stops after being submerged or thoroughly drenched with water. They also are less apt to fade when severely abused, are more easily serviced and give more uniform pressure for straight-line stops.

#### MERCURY

Sales were up for Mercury in 1964 and they had some impressive victories

in NASCAR and USAC stock car events but it looks as though the picture will be changed for Mercury along racing lines in 1965. This model year, the car has been stretched out 3 inches in both wheelbase and overall length which also means that weight has gone up some more pounds. It's not impossible that Mercs with 123 inches wheelbase could beat Fords (119 inches), Plymouths (116 inches) and Dodges (117 inches) during the '65 stock car racing season but it's certainly less probable than before. We haven't heard their plans but we wouldn't be surprised if Mercury emphasizes luxury for '65 and leaves the performance image to smaller brother Comet. Mercury does offer the high-performance 427-inch engine rated 425 horsepower though.

As with Ford, the '65 Merc has coil spring suspension all the way around and the perimeter-type frame with sturdy body mounted at just four points. Increased sound insulation throughout the Merc added to the above new features should do much toward improving the image in the medium price class.

#### COMET

This compact version from Lincoln-Mercury Division was a strong seller in 1964 and will probably do well in '65 too with fresh styling and a variety of minor mechanical improvements. The Comet is larger than a Falcon, yet smaller than a Fairlane, is well appointed in trim and evidently meets the requirements of many buyers. The high-performance 289 V8 is available again and we've heard that a hundred or so of the '65's with 427 high-riser engines will be built to compete on the nation's drag strips. These latter cars will undoubtedly be carefully placed with performance-minded dealers throughout the country.

#### GENERAL MOTORS

The five automotive divisions of the world's largest corporation all had banner sales for the first half of '64 but the question as to whether lack of performance participation would hurt sales or not can still not be answered. The total automotive market was larger than ever in 1964 and appears to be headed toward even higher heights in '65 but some divisions of GM are not improving percentage of sales as well as others and more importantly, not as well as Ford.

Why did this happen? Some people think it's because Chevy isn't competing against Chrysler and Ford in the performance events. Others suggest that the '64 Chevy line, except for the Chevelle, was just warmed over from '63 and didn't have enough styling appeal. Perhaps it was both or perhaps it was something else entirely. Chevrolet Division sold 41,000 more cars dur-

*(Continued on following page)*

of the rear axle. The average body-frame type car uses as many as 18 mounts. Fewer contacts between frame and body mean less road noise transfer and the rigid body will resist torsional stress while the frame can flex through the mid section where it does not contact the body.

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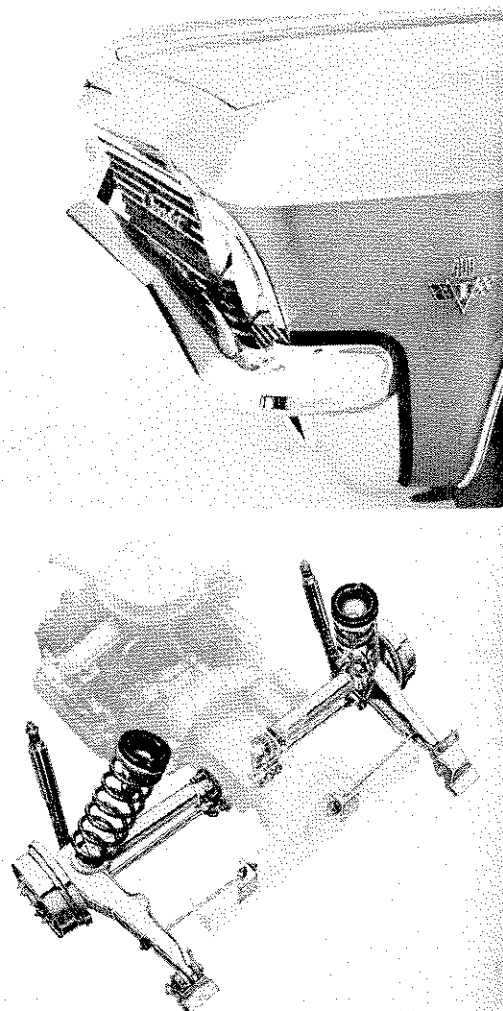
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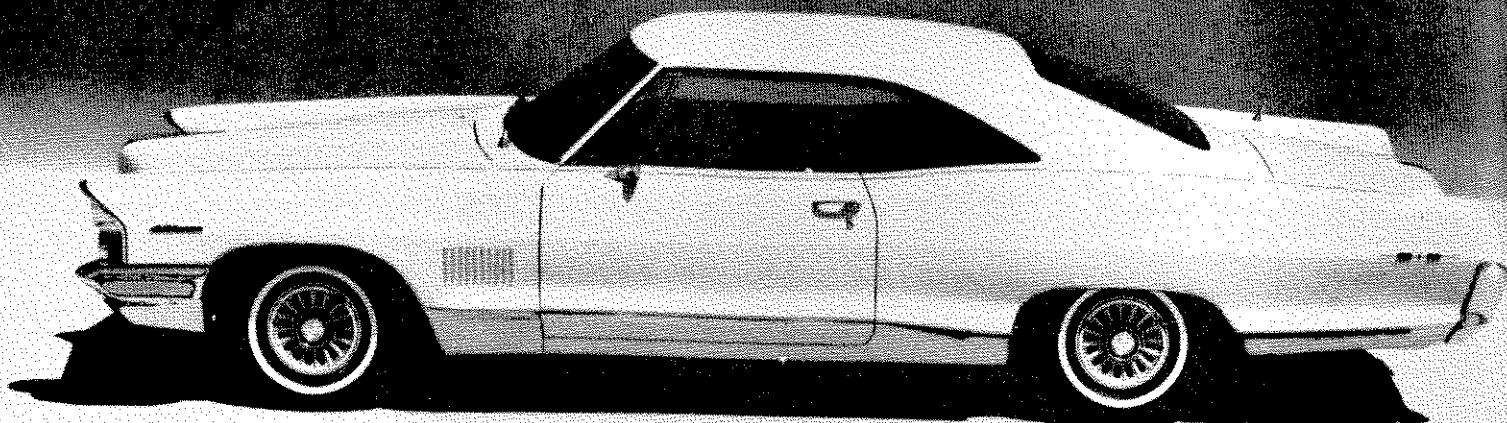
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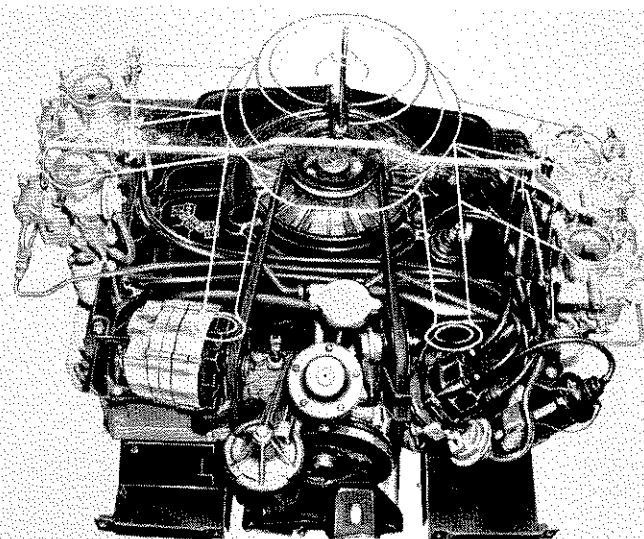
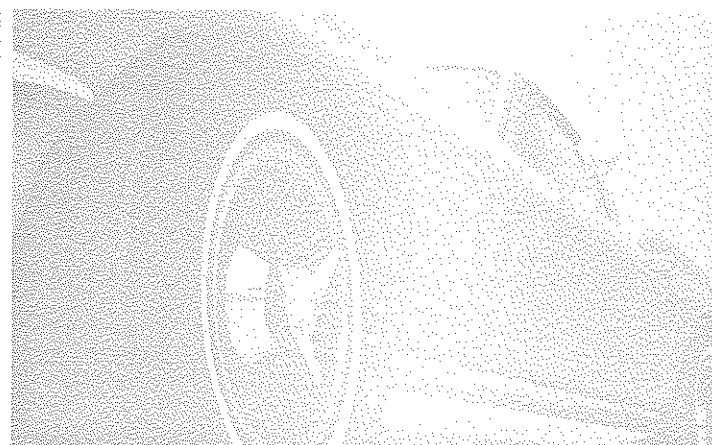
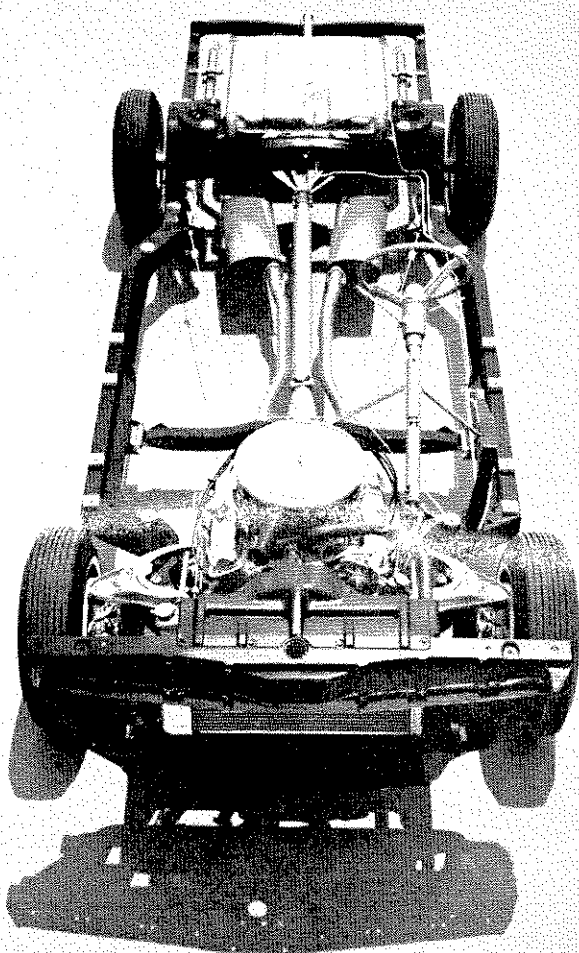


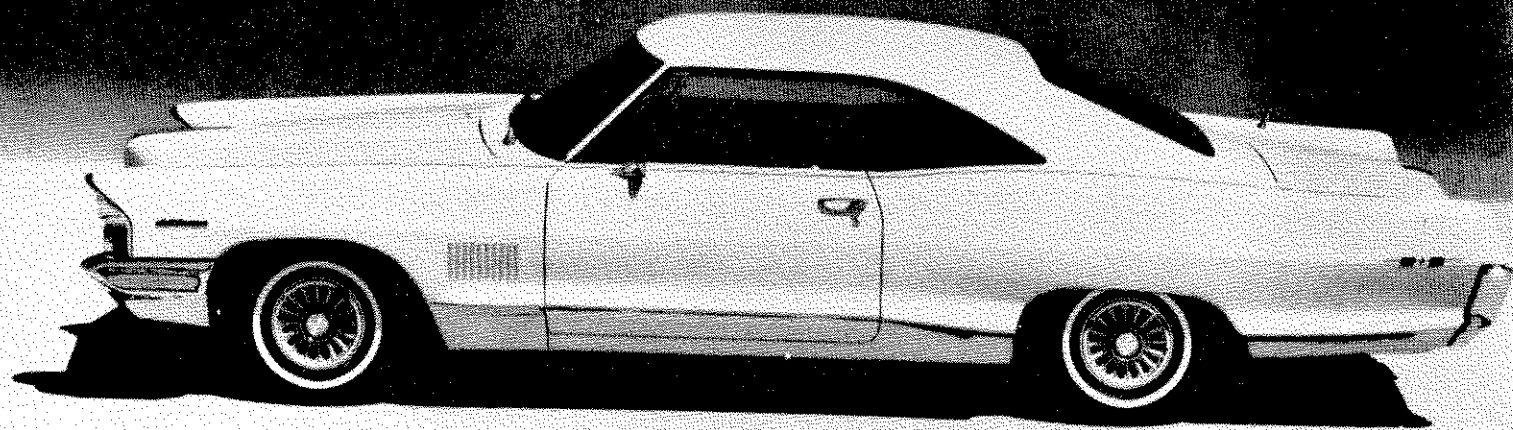
*ABOVE* - New performance offering from Pontiac is called 2-plus-2 model. It has a 321-inch engine as standard equipment and up to 376 horsepower optional with H.O. V-8.

*BELOW* - Pontiac's '67 frame is new perimeter design. Modulator is new design. In place of old hood line. Now, three-speed automatic transmission is also available for '67.

*BELOW* - Camaro styling has not been changed drastically. The most noticeable feature is three-inch slats behind front wheel. The aluminum knock-off is optional.

*BOTTOM* - Four carburetor setup is standard for Camaro Corsa and optional on other models. It is rated 150 hp. Corsa turbocharged option produces 187 horsepower.



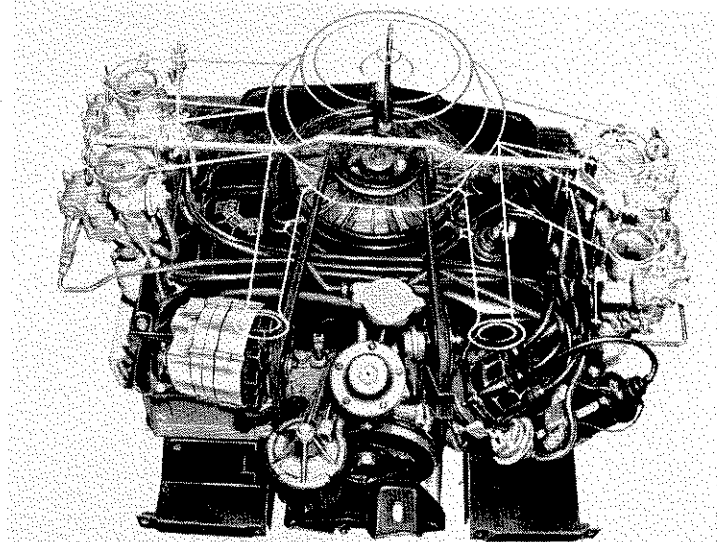
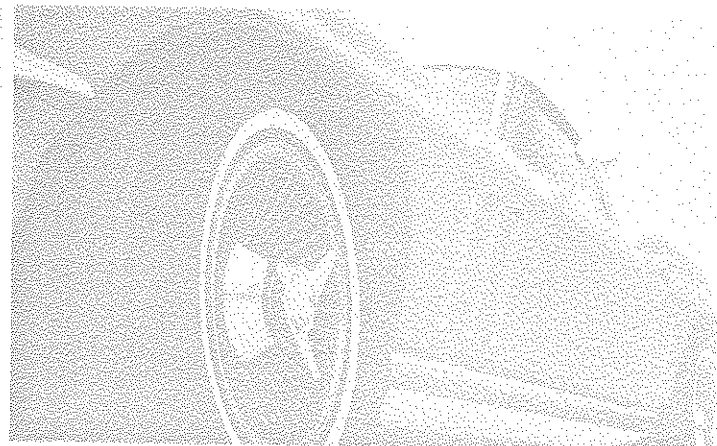
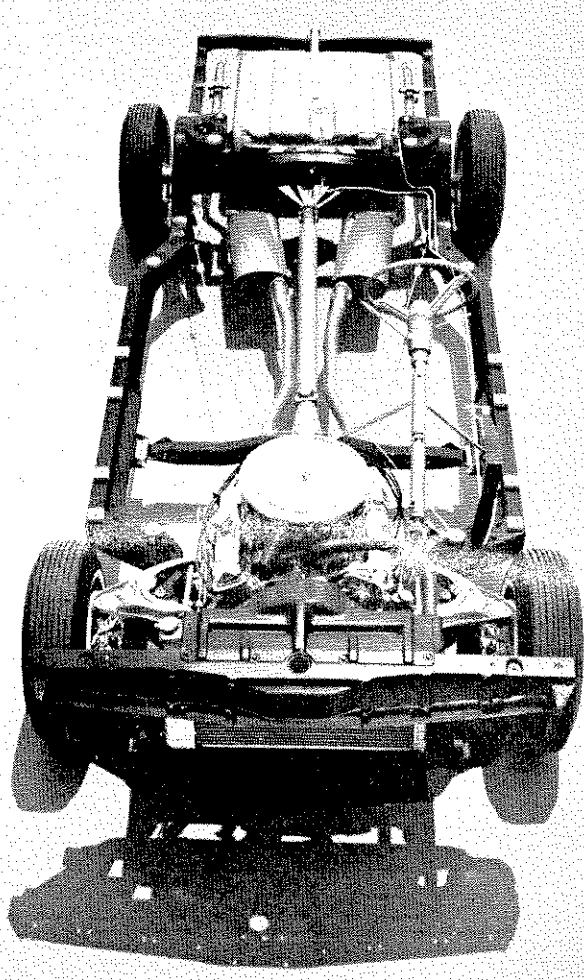


*ABOVE* New performance offering from Pontiac is called "jetway" model. It has a 324-inch engine as standard equipment and up to 370 horsepower optional with T.D. V8.

*BELOW* Pontiac's '65 frame is new perimeter design. Radiator is cross-flow design to give lower hood line. New three-speed automatic transmission is also available for '65.

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## HOT ROD X-RAYS THE '65's

*continued*

ing the first six months period of 1964 than the same period in 1963 and although this looks pretty good at first glance, additional facts prove otherwise. First of all, the new Chevelle series sold about 172,000 cars during that six month period so a simple bit of subtraction reveals that about 130,000 Chevelle sales were picked up at the expense of Corvair, Chevy II and the full sized Chevrolet.

### CHEVROLET

Just in case styling was the problem in '64, the big Chevy is certainly trying to change its luck with a different approach for '65. Squared lines have been replaced by flowing curves plus more length and width in the body to really give a large appearance. Wheelbase remains the same 119 inches as '64 but the front tread is a little over two inches wider and the rear is just over three inches wider.

A completely new frame is used on '65 Chevys as the "wasp-waist" X-frame formerly used has been replaced by a perimeter-type boxed frame quite similar to that used the past couple of years by Pontiac and Olds. Suspension is also quite similar to that used by all GM cars with coil springs on all corners. Chevy did not choose to follow the same theory Ford used though as they use about eighteen body bolts to tie the two units together, compared to Ford's four.

There will probably be plenty of accusations of "copying" before the '65 models are on the market too long for the basic Pontiac-Olds frame and suspension will be used by many brands both inside and out of the GM camp. Ford's frame is suspiciously similar to Pontiac's but they do use an entirely different approach on the rigid body bridged over the frame instead of fastened every few inches. Chevy's '65 front suspension is the same drag strut idea used by '65 Fords and has been employed by Chrysler cars since 1957. What this all amounts to is that manufacturers are trying to build the ultimate automobile even if it means borrowing features competitors may be using. An old adage says there's nothing new in the automobile field; everything's been tried at least once in the past 70 years.

Other than suspension and frame changes, the '65 Chevy is about the same under the skin as the '64. One feature disappointed us when we slipped behind the wheel of a '65; the new GM three-speed automatic transmission is not available in Chevys. The durable, but unexciting two-speed Powerglide is

still the only automatic offered and with the '65 models heavier and rear axle ratios numerically low in interest of economy, the two-speed Powerglide leaves plenty to be desired on certain occasions. A typical instance: a family of five plus luggage on a vacation tour of the steep Colorado Rockies with a warm day and elevations above 7000 feet. Chevrolet and GM compacts are the only American cars still stuck with two-speed automatics and we can't wait for the day they offer a three-speed.

Several engine options are available for Chevy, the hottest a 400-horse, 409-inch model. This one is available only with a four-speed transmission. A lot of Chevrolet fans have anxiously awaited the '65 models to learn if they will be back in the swing of things with some blazing performance. Sorry fellows but you still won't be equipped to choose off the MoPars and FoMoCos on the drag strip. We hear rumors of new, hot engines every week and have been hearing them for the past year and a half, but as of this moment, NO!

### CHEVELLE

The new GM A-body Chevelle made an auspicious debut in '64 although as we mentioned, other models in the line suffered. Chevrolet management expected this to a degree. For '65 the Chevelle has received only token styling changes but still promises to be a popular seller. Up to 300 horsepower of 327-inch V8 is available in power options and the model so many hot rod-ders found to their liking, the El Camino pickup, will be available in standard and deluxe trims.

### CHEVY II

When we drove the complete line of '65 Chevrolet cars at GM's proving ground last summer, we were particularly impressed by the handling of two cars in the lineup; the Corvair was sensational and the Chevy II was terrible. We drove all the cars over a tight handling course and the Chevy II just couldn't keep both rear wheels on the ground at the same time. This is one car which has to improve as passenger and luggage load is increased but with just a driver, the front dives heavily as you enter a corner while the inside rear wheel immediately picks up and starts spinning.

Changes for the '65 Chevy II are minor in both styling and mechanical areas. Up to 300 horsepower is available as an option with the 327 V8 with either three-speed standard, four-speed or Powerglide automatic.

### CORVAIR

This is the one that really surprised us in the Chevy lineup. We had heard about the styling changes beforehand so weren't particularly startled at our first glance. When we got behind the

wheel and slipped through the tight rights and lefts a few times though, we knew that there were a lot of changes under the surface.

The rear suspension, formerly swing axle, is now fully independent with U-joints on both inboard and outboard ends of the axle shafts. The transaxle arrangement is still retained with the engine behind the unit and a pair of tubular control arms fasten to brackets on the transaxle just below the output shafts from the differential. The axle shafts themselves act as upper control arms and these two links position the wheels for tread and camber. A stamped steel link from each brake backing plate to a frame bracket ahead of the rear wheel opening locates the wheels fore and aft. Coil springs between these radius arms and stamped pads in the Corvair's underbody provide the suspension. A pair of steady rods are mounted near the front of the radius arms and their function is to control the front of the radius arms which are mounted in large, soft insulators to dampen road noise. The Corvair rear suspension is quite similar to Corvette.

Although '64 Corvairs were a vast improvement over previous models when it came to handling, the '65 is again a big improvement over the '64. The '65 Corvair is a "fun" car to drive on tight turns and no matter how hard it's pushed into a corner, even with the tail-end hanging way out, you still have complete confidence the car will go where you aim it. On high speed, broad curves, the characteristic oversteer of a rear engine car is still there but again, barring a complete goof, the car goes where you point it.

A pair of hotter engines are available in new Corsa series two-door hardtop coupes and convertibles. Displacement for '65 air-cooled fours is the same as in '64, 164 cubic inches, but the standard Corsa engine has four single-venturi carburetors and a power rating of 140. An optional engine is the turbocharged version (Spyder name has been dropped) and it is rated 180 hp.

### CORVETTE

The major change for Corvette in '65 is the use of disc brakes as standard equipment on all four wheels, not just the fronts. These disc brakes are made by GM's Delco-Moraine Division and are similar to those being made for Ford by Kelsey-Hayes. 11½-inch cast discs are used on the 'Vette with the friction surfaces separated by a ventilating area which draws air in through holes in the splash shield and wheel. Rectangular organic lining segments are forced against the cast iron disc by a pair of wheel cylinders on each side of the caliper units, meaning that sixteen

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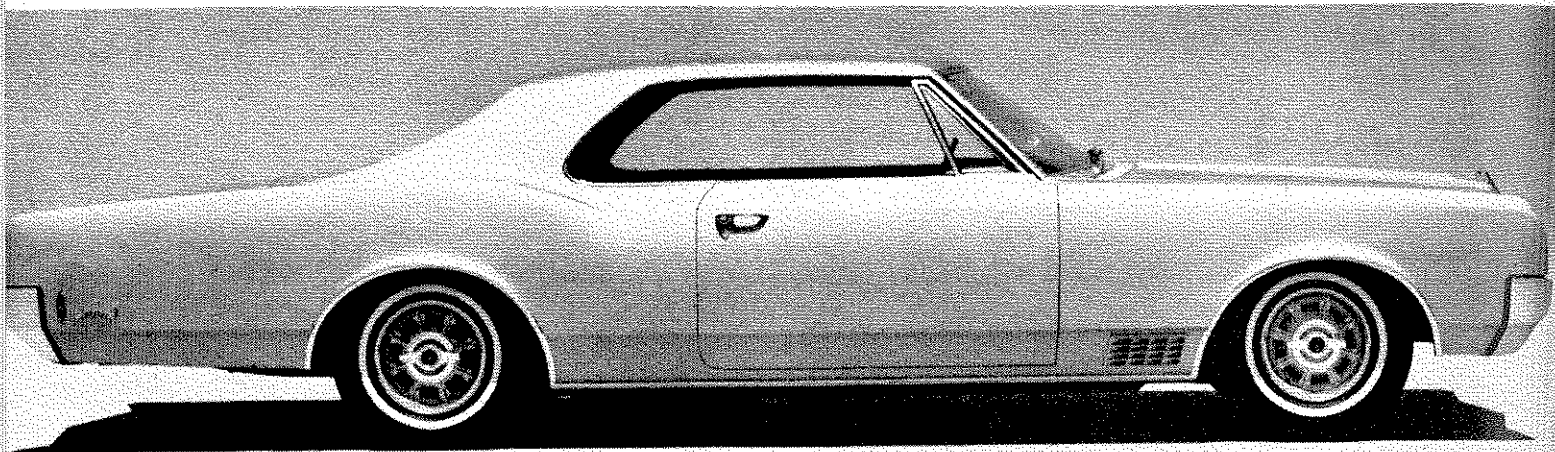
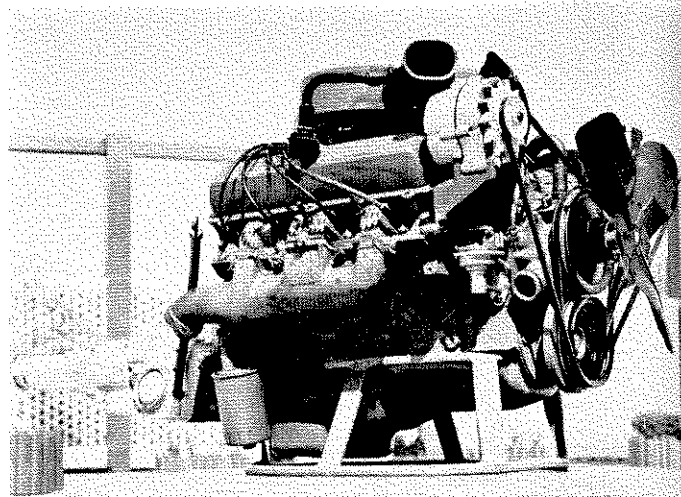
wheel cylinders are used for the four wheels.

Parking brakes are provided by a 6½-inch diameter drum inside the disc on each rear wheel. A pair of 1.75-inch wide brake shoes with organic lining are cable-actuated to provide holding power required to keep the Corvette in position on a steep grade.

Except for the brakes, which Chevrolet engineers proudly discuss regarding their smooth, fade-free action under all conditions, the other new '65 items

*Oldsmobile's new 425-inch engine is patterned after the 330 V8 used in F-85 but has raised decks for longer stroke. Thin wall castings give light engine.*

*BELOW—Oldsmobile's answer to the Grand Prix and T-Bird is called Jetstar I. Except for grille behind front wheel, chrome and other trim is at a minimum.*



fall under the category of styling and annual horsepower increases. Three functional vent slots behind the front wheels provide escape for underhood air. In addition to hydraulic-cammed engines of 250, 300, and 350 horsepower, a pair of high-performance 327-inch engines are optional. One has a large four-barrel carburetor and the other uses Rochester's fuel injection. Early Corvette specifications don't give horsepower ratings for these two but in keeping with the Chevrolet's yearly "token" increases, we'd guess them to be about 370 and 385 respectively.

Rumors about increased performance are particularly strong this fall with the Corvette supposedly in line for a first-of-the-year engine option of 396 inches based on the same design as the Daytona "Mystery" 427. It will reputedly be offered in a super-lightweight chassis at a premium price for those enthusiasts desiring to campaign in road race events.

#### PONTIAC

The biggest increase in percentage of total market for '64 was easily captured by Pontiac Division. Although no longer active in racing, Pontiac still retains the aura of a champion who quit while

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The new automatic is a big improvement over the three-speed used since 1961 and also stronger and less complicated than the four-speed Hydra-Matic used on Bonneville models the past several years. This new automatic is called Turbo Hydra-Matic and the main difference is that it has a converter for torque multiplication instead of just a fluid coupling for idling. Also, overriding sprag clutches give smoother upshifts than the clutch and band method used in the past. It is a husky unit designed for engines in the 400

pounds/feet torque range and as one engineer confided, "We've finally got an automatic that is versatile, smooth, and will take abuse as well as Chrysler's Torque-Flite."

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#### TEMPEST

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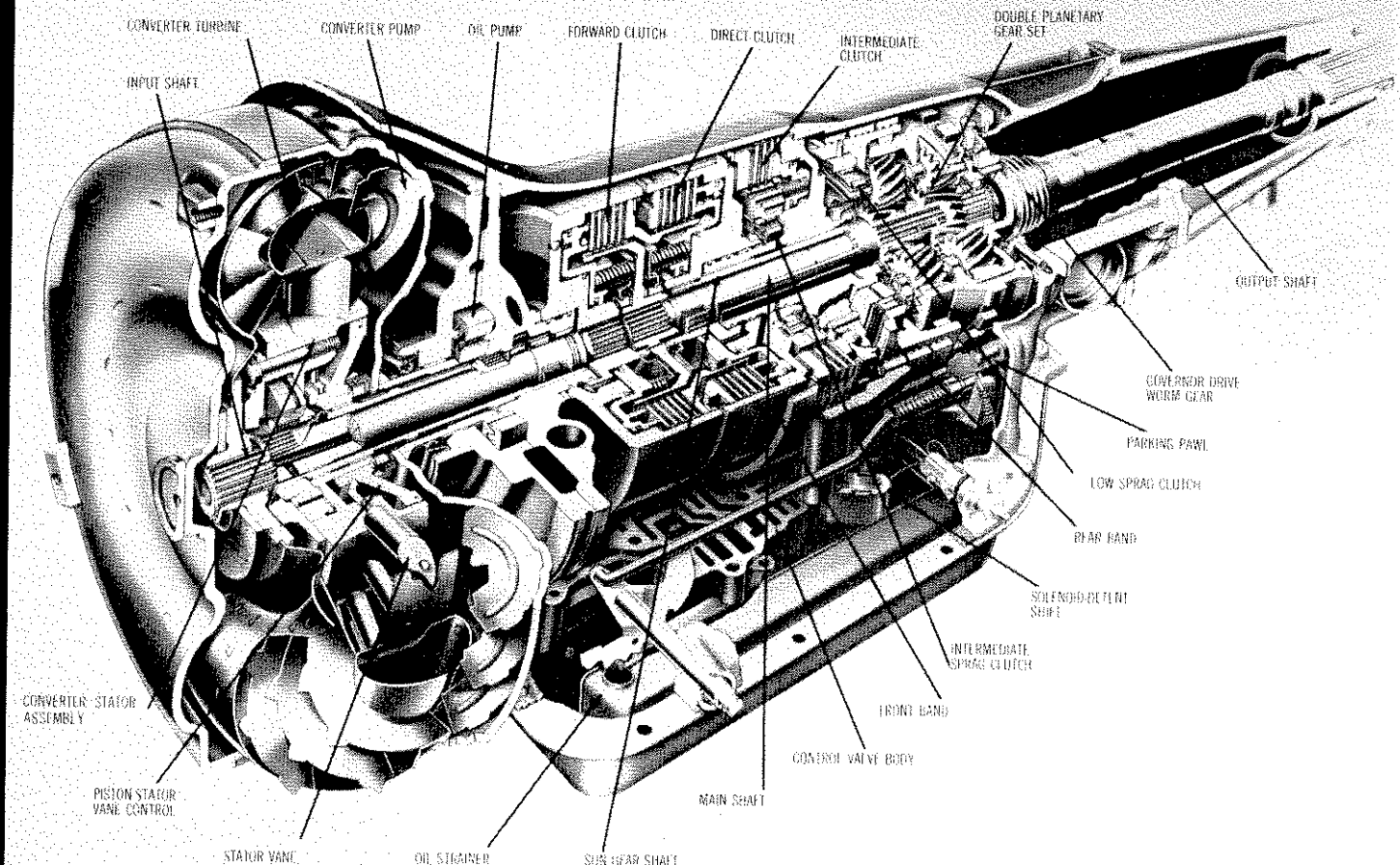
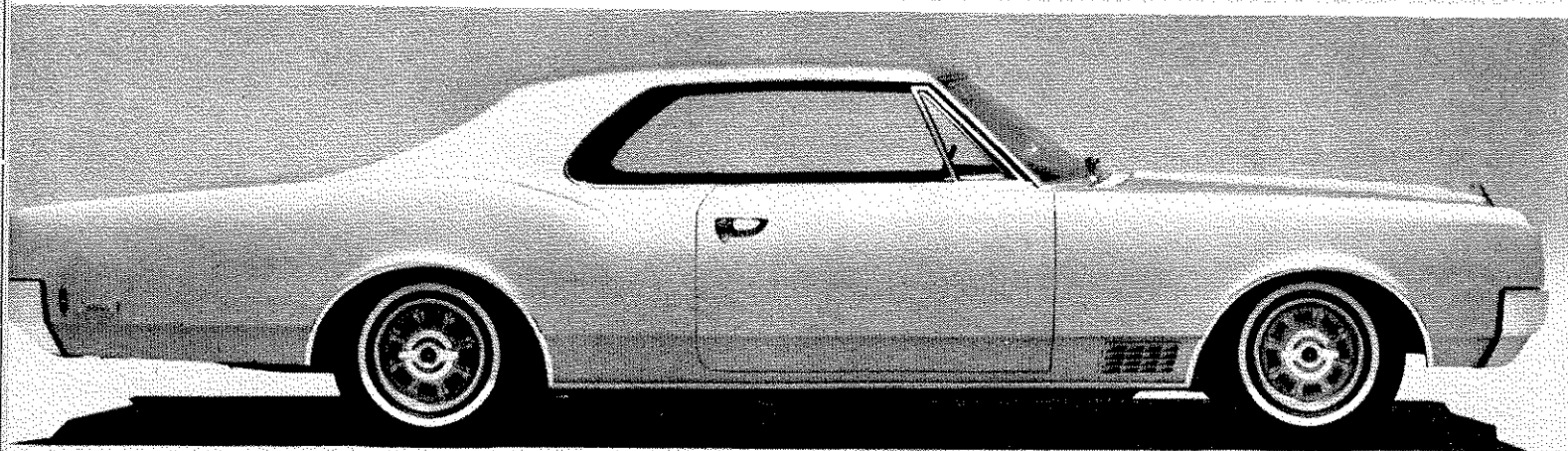
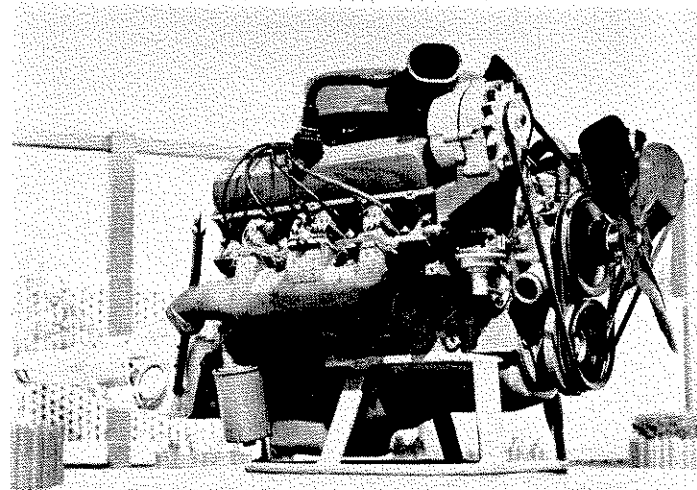
wheel cylinders are used for the four wheels.

Parking brakes are provided by a 6½-inch diameter drum inside the disc on each rear wheel. A pair of 1.75-inch wide brake shoes with organic lining are cable-actuated to provide holding power required to keep the Corvette in position on a steep grade.

Except for the brakes, which Chevrolet engineers proudly discuss regarding their smooth, fade-free action under all conditions, the other new '65 items

Oldsmobile's new 425-inch engine is patterned after the 330 V8 used in F-85 but has raised decks for longer stroke. Thin wall castings give light engine.

BELOW—Oldsmobile's answer to the Grand Prix and T-Bird is called Jetstar I. Except for grille behind front wheel, chrome and other trim is at a minimum.



OLDSMOBILE

GM's new three-speed automatic transmission is called Super Turbine by Buick and Turbo Hydra-Matic by Olds but is same for both, has two-position stator.

The Riviera is changed little for '65 except that headlights have been stacked behind grilles in front fenders. Many GM cars have Riviera styling for '65.

For 1965, the GTO returns with minor styling changes, the same 389-inch displacement and slightly more horsepower; 335 with a four-barrel, 360 with three two-barrels. Tempest models other than GTO are available with a 215-inch six as standard equipment and a pair of 326-inch V8 options.

Whether availability of GM's new three-speed automatic is tight right now or not, we don't know; but full-sized Pontiacs, Buicks and Oldsmobiles plus Cadillac are using the units this year (Buick used it last year, too) and the Tempest is stuck with the two-speed Powerglide unit. We were sure that the Tempest GTO would have the new three-speed behind the 389 V8 and were disappointed when we found it did not. Sure, it goes real good with the two-

(Continued on page 111)



fall under the category of styling and annual horsepower increases. Three functional vent slots behind the front wheels provide escape for underhood air. In addition to hydraulic-cammed engines of 250, 300, and 350 horsepower, a pair of high-performance 327-inch engines are optional. One has a large four-barrel carburetor and the other uses Rochester's fuel injection. Early Corvette specifications don't give horsepower ratings for these two but in keeping with the Chevrolet's yearly "token" increases, we'd guess them to be about 370 and 385 respectively.

Rumors about increased performance are particularly strong this fall with the Corvette supposedly in line for a first-of-the-year engine option of 396 inches based on the same design as the Daytona "Mystery" 427. It will reputedly be offered in a super-lightweight chassis at a premium price for those enthusiasts desiring to campaign in road race events.

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The Corvair Monza hadn't been in the showrooms 24 hours before the boys were speculating as to how it might perform with a V8 in place of the stock "sicks." It was agreed that a Corvette mill would be just the ticket for the fascinating little coupe; it was also generally agreed that a simple, practical swap would be impossible.

However, one hot-dogger, Skip Huth, of Huth Automotive Engineering, St. Paul, Minnesota, couldn't shake the obsession and, with tape measure and note pad in hand, he proceeded to gather the necessary vital statistics. It was already decided that from the standpoint of Joe Average Rodder the stock Corvair trans-axle assembly would have to be used because there is no al-

**“They said it couldn't be done!”**

ternate domestic unit. The measurements showed that by removing the crankshaft pulley and the water pump from the Chevy mill (in this case a '63 Corvette, 340 hp) and by notching the 'Vair rear box section, the engine would just squeeze in. Ground-to-pan clearance would be about the same as with the flat six, and perhaps with some cheating the whole works might nestle under the lid without exterior alterations.

Now that the installation looked possible, would it be practical? Front-to-rear weight distribution was a primary consideration. The Corvair certainly isn't Gran Prix material anyway with 63% of its weight on the rear wheels. Huth calculated the approximate extra weight which would be on the rear

wheels and the approximate extra weight on the front wheels (radiator full of water, spare tire, fans, and shrouding) and estimated maximum alteration would be 2 to 3 per cent.

With the weight question satisfied, the next important aspect to consider was the strength of the Corvair trans-axle components. Although the 'Vair transmission and differential gears themselves are small, it was felt that the units would be quite adequate—in part because of the way that the sturdy housings bolt together with the engine to form a solid, slack-free assembly and, also, from their generally good service record. However, the real point of apprehension concerned the long, skinny forged input shaft (about two

feet long by approximately 5/8-inch diameter) which, from outward appearance, would not stand up in Sister Sue's Radio Flyer coaster wagon. Because the shaft passes through the transmission mainshaft with little clearance, its diameter could not be increased more than a few thousandths of an inch. It looked as if the pessimists were right.

However, after inspecting a stock Chevy 3-speed transmission input shaft, which is necked down to a very small diameter directly behind the clutch spline, Huth reasoned that, in view of the fact that these shafts were taking the gaff to which they are subjected, perhaps a Corvair shaft of the right material might do the job. A shaft had to be made anyway because the stock

'Vair shaft was too short to extend into the deeper Chevy V8 bellhousing.

A call to Ryerson Steel Supply Co. and a piece of 4340 aircraft quality alloy steel was on its way. The shaft was turned from a solid billet of this material, 1 1/8-inch in diameter by about 25 1/2 inches long. The splines were done at Sewall Gear in St. Paul, and the heat treat was handled by Jim Lindahl at Getchell Steel Treating in Minneapolis. Huth had already worked out a clutch-housing-to-differential adaptor which was essentially a parallel-ground flat-plate type, with a dowel-pinned, cap-screw ring on one side to index the plate into the register hole in the rear of the stock Chevrolet clutch housing and, on the other side, an annular groove to index it with the raised ring on the face of the Corvair differential housing. All that has to be done to assemble the engine with adaptor plate, to the Corvair differential, is a little freehand grinding on the face of the housing and hole-sawing a clearance passage for the head of one of the half-inch cap screws that hold the adaptor plate to the Chevy clutch housing. One other operation was performed before the engine and trans-axle could be buttoned up for good: the stock throwout bearing support was not long enough (because of the deeper clutch assembly) to support the bearing fully, so a press-fit adaptor lengthened it 1 1/2 inches.

The engine and trans-axle were assembled and the 'Vair rear crossmember box section was notched for clearance of the Chevy vibration dampener and fan belt. The power-train assembly was rolled under the car and lifted into place for a trial fit. The stock forward (transmission) mounts were used, and the engine crankshaft center line was lined up so that it was in the same

*(Continued on following page)*

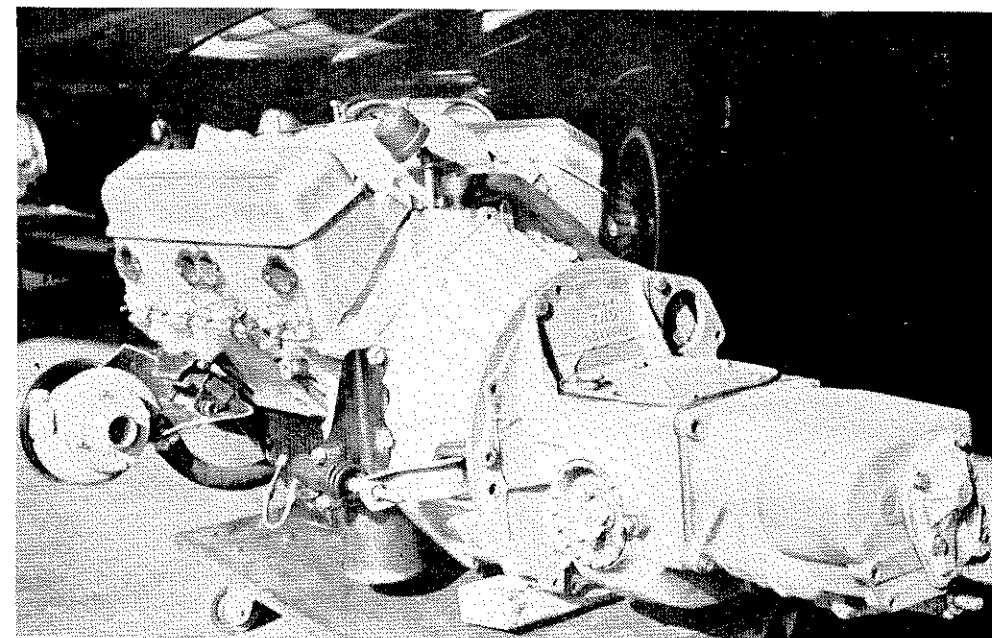
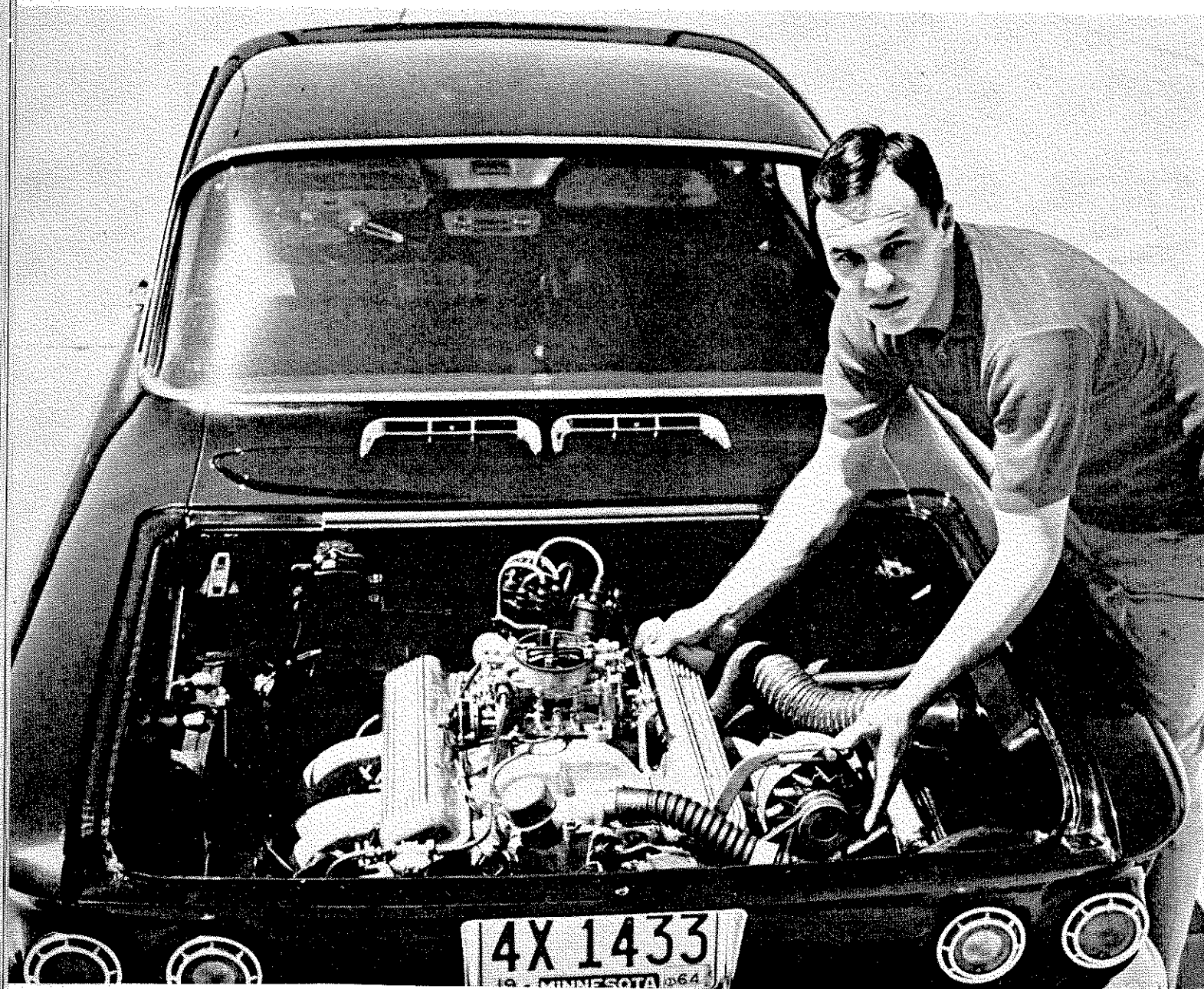
*FAR LEFT — For the one man in four who desires the ultimate Jakeout, Skip Huth displays his candidate for Ripley's "Believe it or Not."*

*ABOVE — All buttoned up, the Corvette engine with 'Vair box attached sits ready for hot rodding's one-of-a-kind installation.*

*BELOW — Hmmmm! Aluminum radiator mounted unobtrusively in "trunk" gives hint of not-so-stock compact ready for bear.*

Aww, whaddaya mean? You really can't put a Chevy V8 in a

Corvair! Oh yeah...sez who?



*continued*

line that the Corvaire crankshaft had been. Alignment is critical because the rear end geometry is determined to a great extent by the location of the power train. Once lined up, a cardboard pattern was made for a combination motor mount-crossmember and a piece of two-inch o. d. x 13-gage steel tubing was bent according to the pattern. The tube was cut off on each end and flanges added which were drilled to accommodate an existing bolt in each side rail; two extra bolts were added to complete the mounting. A mount assembly was welded onto each slope of the tube to accommodate stock Chevrolet cushions. The crossmember was made 1/4-inch narrower than the distance between the side rails to facilitate installation and removal without cutting the sheet metal splash shields on each side. To take up this quarter-inch and also to distribute the weight over a greater area on the rather thin box-section side rails, 1/2 x 2 x 2 x 13-inch angle irons were added to the frame.

The power train was removed to re-panel the indented rear box member. Also, at this time, the vibration dampener was removed and a belt groove turned 3/8-inch (on center) in from the inside edge. Before the assembly could be reinstalled, the engine had to be outfitted so as to rotate the same direction as the Corvaire engine. Due to its nonsymmetrical engine design, "flopping" of the ring gear as is done to achieve the same result with Corvaire/VW installations is not possible here. A marine reverse rotation kit was installed in the engine allowing counterclockwise crankshaft rotation. The camshaft retains its original direction for proper distributor and oil pump action. The kit consists of two helical gears, which replace the stock timing sprockets and chain, a camshaft, with the lobes displaced accordingly for the reverse firing order (also unfortunately, a milder grind than the stock 340), and a reverse rotation starter. These components are available through Chevrolet Marine dealers.

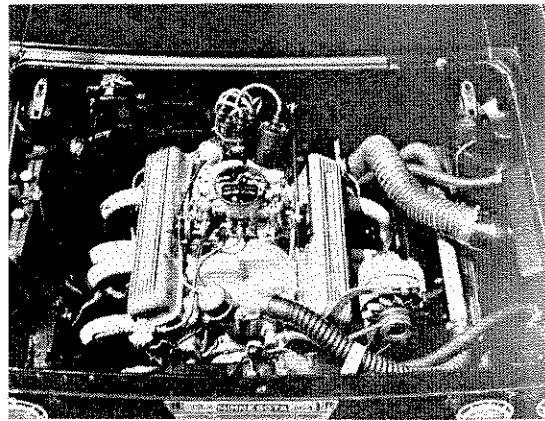
With the power train remounted in the chassis, the installation was ready for the final touches. The stock manifolds would have worked well, but Huth decided that a clean set of headers would be a good "advertisement" as well as functional. The right and left sides were made identical (symmetrically) except for the addition of two ears to the right side (looking forward) for an alternator mount. Each was fitted with a 3-bolt exhaust flange and then metal-sprayed with aluminum (metallized) at

Fleet Supply Co. in St. Paul. Stock Corvaire mufflers were used with U-bends joining the mufflers to each header. The stock throttle linkage rod was shortened a few inches and a heim joint added. The bell crank assembly was fabricated from sheet metal and Teflon-bushed thin wall tubing, then mounted on the firewall to transfer motion from the left side of the engine to the right.

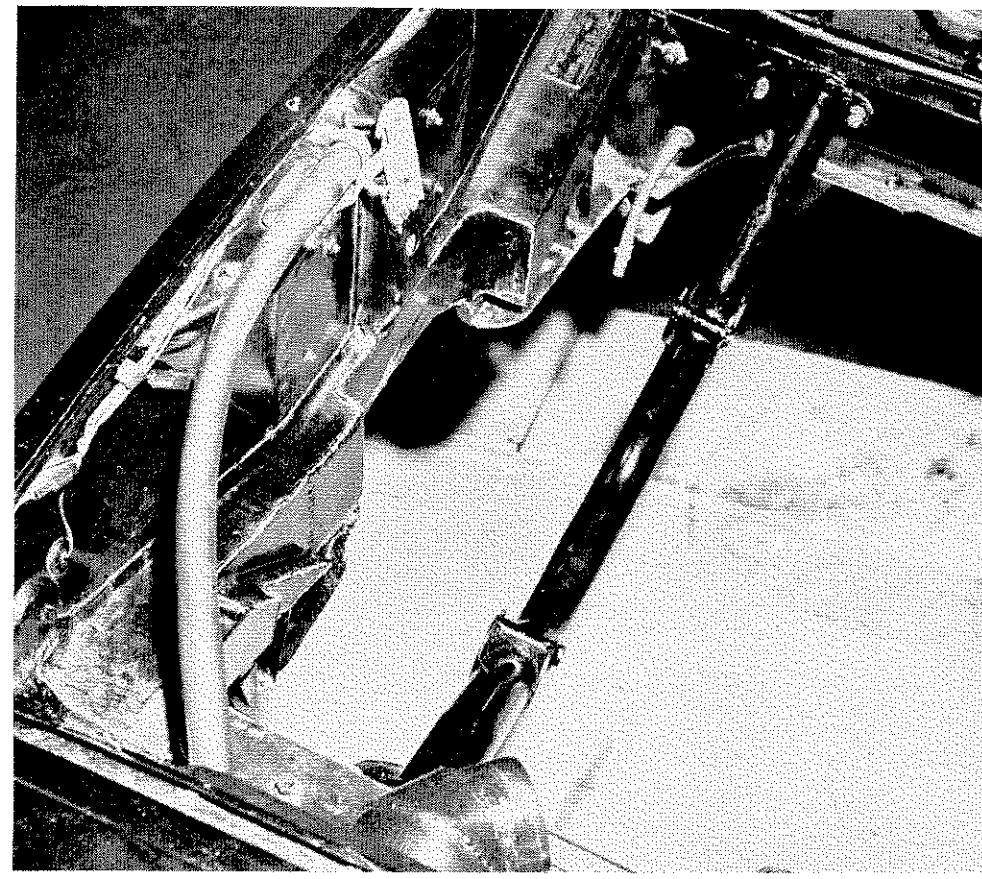
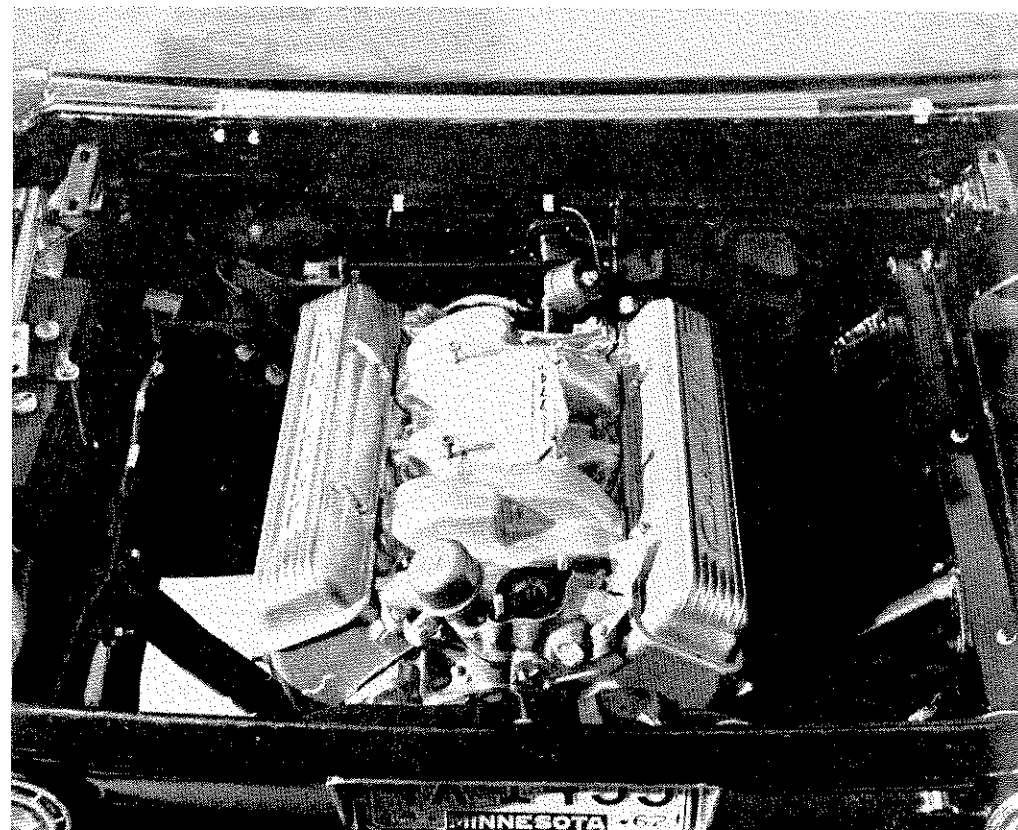
Initially, the stock mechanical clutch linkage was used but proved unsatisfactory, so Chevrolet pickup hydraulic clutch components were installed. These required a special mount bracket for the slave unit and revamping some sheet metal to accommodate the truck dual master cylinder. The clutch pedal was rebuilt to pivot on the same axis as the brake pedal and an extra bracket was added to the pedal carrier assembly. To mate the master cylinder to the pedal carrier a special half-inch aluminum adaptor had to be fabricated. The fluid line was run under the floor.

Up front, a '62 Corvette aluminum radiator was mounted behind two openings in the Corvaire front grille panel. The radiator was mounted with soft rubber insulators, top and bottom, in conjunction with a 1 x 1 1/4-inch thin-wall rectangular steel tube crossmember at

the top and fabricated sheet metal pads at the bottom. Coolant transfer tubes routed under the car are .065 wall by 1 1/2-inch o.d. aluminum. A liberal area was opened up behind the radiator on the floor to exhaust the hot air, and shrouding was fabricated from .092 aluminum for ducting. A cooling-fan combo was worked up with two '58 Olds heater motors spinning 10-inch, 23-degree-pitch refrigerator blades mounted behind the radiator. The water pump, a Lehman centrifugal type that is normally front-cover mounted and crankshaft or camshaft driven, was fit-



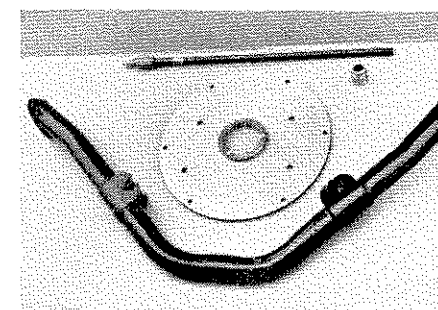
*ABOVE - If it weren't that we all knew better, one might almost say that engine appears in its factory slot. Rear weight bias is 3% over stock.*  
*BELOW - Minus all exterior goodies, Corvette engine nestles comfortably in its new home. Notice that lateral clearance is ample and that battery may be maintained in stock location. Factory wiring is acceptable.*



*ABOVE - Only major body surgery involved is focused at rear bulkhead which must be notched to clear vibration dampener. Tube crossmember is required to support Vette mill. Engine requires reverse rotation here.*  
*BELOW RIGHT - These are the parts required to perform the swap of the year. Circular plate adapts engine to trans; input shaft looks frail but stands up.*

ted with a stock Chevy water pump pulley hub pressed onto the pump shaft, and a redrilled 283-inch Chevy crankshaft pulley was mounted on the flange (backward) with a 1/8-inch spacer. This done, three steel brackets were fabricated to mount the pump to the block.

A Delcotron alternator kit (#1961-625), including a 52-amp alternator, regulator, mounting bracket, and a wiring harness, was purchased because it operates perfectly running in reverse rotation. A second bracket was made which mounts on the header flange ears; it allows the alternator bracket to pivot, as well as the alternator itself, so that both the belt which runs from the crankshaft to the outside pulley of the alternator and the belt which runs from the inside pulley of the alternator to the water pump can be adjusted. As indicated, it was hoped that the deck lid would not have to be altered in exterior appearance and by cutting a narrow slot in the inner paneling, the alternator just cleared. Additional space was obtained by machining 1/4-inch off the top of the intake manifold and by trimming the inner paneling, plus removing a slight amount of



metal from the lower lip of six of the louvers. A stock air cleaner (with the long snouts cut off) missed, with the lid secured - clearance, 1/8-inch, whew!

A reworked '57 Buick heater, with the two lower inlets capped, was mounted in the area where the spare tire had formerly rested and a piece of flexible heater ducting connected the heater to the stock Corvaire upper air inlet. A Corvaire heater fan was used, but it does not push quite as much air as is needed for defrosting under adverse conditions so a higher rpm motor should be installed. Surprisingly enough, most of the engine wiring fitted without alteration, except for the Corvaire ignition resistance wire (about

56 inches long) that was pulled out of the loom and replaced with stock wire and ceramic-insulated resistor. Water temperature, oil pressure, and amp gages were installed in a stainless steel accessory panel to the left of the steering column under the dash. A special rear grille which would clear the vibration dampener had to be fabricated from a stamped-steel Corvaire replacement piece, which Huth reworked by removing a section from its center, and then replacing it with formed 1/4-inch rod to clear. The car was purchased with the heavy-duty suspension options and metallic brakes; no alterations were required in these areas except for installing a rubber shim (stock Corvaire item) under each rear spring to correct rear wheel camber. Needless to say, traction is not a problem.

Only a couple of questions still need answering, the primary being, "How does the thing run?" After seven thousand miles of "normal" use, all components functioned flawlessly except for the machined input shaft. As a result, a '64 or later box, which incorporates a larger shaft, is the order of the day. The original unit would probably have endured longer but the temptation to stick one's foot in it is hard to overcome. As an additional bonus, the later gearbox incorporates the pads for use of the new, lower leaf spring to improve handling, so you can't lose. Also, due to the additional weight, the ceramic brake linings are a must.

Despite what one might think, the car doesn't handle appreciably different than stock. In part, this is due to increased negative camber at the rear, which yields better bite than before. Also, although the car weighs 300 pounds more than stock (3080 total, 2060 rear and 1020 front), the additional radiator, water, fans and shrouding places some beef on the front end. This situation would have been further improved by installing the battery up there, too, but in the "cool" atmosphere of Minnesota and surrounding environs, short leads and quick starts are synonymous. Anyway, there isn't doubt in anyone's mind that the combination charges, and charges hard at that. Although the owner hasn't reported seeing his reflection in the hood, "wheelies" are well within the realm of possibility for those who are so inclined.

Getting down to cases, the total tab for a kit to duplicate Huth's honker is \$348.00. This includes the adaptor plate, high-performance input shaft, cross-member motor mount assembly, pilot bearing adaptor, patterns for gas linkage, slave cylinder mount, frame alteration, water pump mounts and . . . like that. You can be the first in your block to have one.

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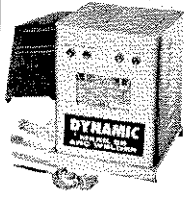
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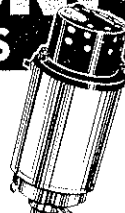
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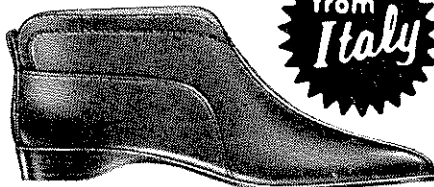
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for the 425 is 4.125 versus 3.940 for the 330. Top factory rating for this new 425 V8 is 365 horsepower and we predict that it will be quickly adapted to boats and other special applications soon, for Olds engines have long had a reputation for being economical to operate and maintain.

### OLDS F-85

This model got its new body, chassis, engine and transmission in 1964 so really only offers minor styling modifications and mechanical improvements for '65. It proved to be a popular seller in '64 and should enjoy another good year in 1965. Like the Buick Special, it also offers the two-position stator in the two-speed automatic for the maximum in acceleration and economy.

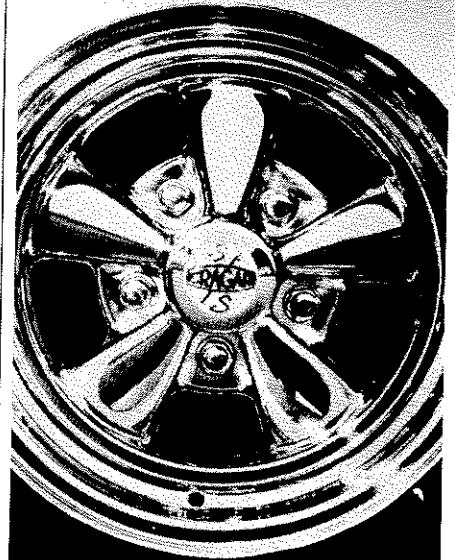
### STUDEBAKER

Just a few words on the latest "import" into this country. They have a '65 model but except for one piece of chrome trim above the rear bumper, it looks just like the '64. The big difference though is that new power rests beneath the hood and it has a pretty respectable heritage behind it. 1965 Studebakers will use a 283 V8 purchased from Chevrolet. For the economy minded, the 194-inch Chevy six has also been made available.

### LUXURY CARS

Just a quick mention of Cadillac, Imperial and Lincoln. We won't emphasize them because we doubt if a very large percentage of our readers are in the market for one of these three but as you might expect from the price tags, they are equipped with the best features offered in the lower priced cars in their respective divisions plus many little extras. They fit the same category we tossed all American cars into at the beginning of this story; the best buys in the world.

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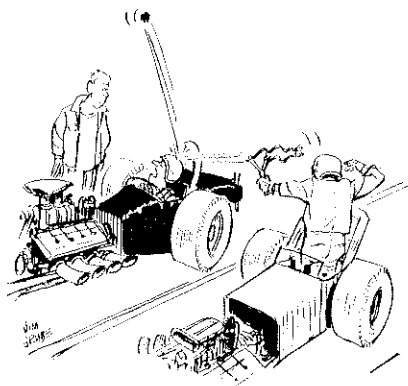
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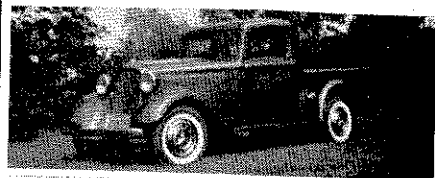
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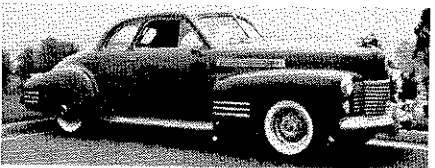


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**SELL** - Mint 1935 Dodge pickup, Chevy 48, 4-speed, bucket seats, \$1500 invested, best offer takes. S. Jenkins, Box 276, Crosby, Minn. 546-5558. Or phone Huntington Beach, Calif., 536-1260.

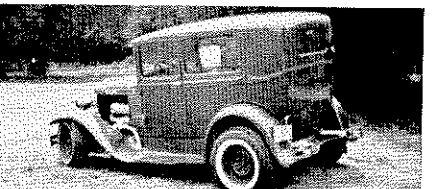
Please read the Hot Rod Mart requirements listed at the head of this column. Ads must not exceed 25 words and \$5 must accompany each ad; \$8 if photo is enclosed.



**SELL** - 1941 Cad 62 series club coupe, immaculate, 20 coats Titan Red lacquer. Rebuilt 1948 flathead and hydro less than 3000 miles. Asking \$1650. Jim Photinos, 3842 Ben St., San Diego 11, Calif. 277-4647.

**SELL** - 1939 Plymouth partly restored, needs wiring and upholstery. Recently installed 1954 Plymouth engine. \$175 or best offer. Butch Danford, 1212 First Ave., Green Acres, Andalusia, Ala.

**SELL** - 1958 Lincoln 430 c.i. Jahns 12:1, Isky roller 800, Vertex, polished, balanced, all new parts. Drafted, never completed. Assembled by Calif. Speed & Sport, estimated 550 hp, \$1200 invested, best offer. George Hansen, 1200 88th St., North Bergen, N. J.



**SELL** - 1931 Model A, Torch Red enamel, '53 Olds, 4 bbl., hydro, '49 Merc rear, reversed rims, new tires, full gages, pink carpet interior and stock buckets. \$525 or best offer. Richard Buck, Rt. 1, Box 6, Crete, Neb.

**SELL OR TRADE** - '39 Chevy coupe, bucket seats, '57 Chevy rear end, no engine or trans. '58 Corvette F.I., distributor, S-W mech. tach, two AFB carbs and manifold for 327. Jerry Petty, Box 115, Tipton, Okla.

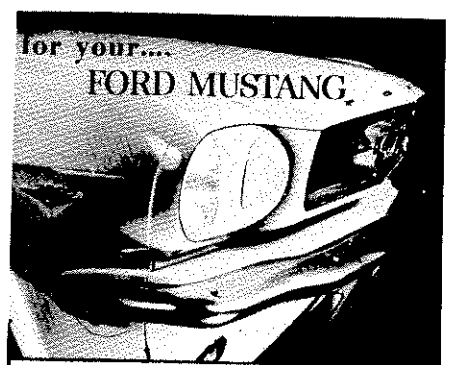
**SELL** - Unfinished '31 Model A street or show coupe. 283 Chevy engine, chopped Chevy trans and rear end. Many extras, \$2000 invested, make offer. Jerome Sokolowsky, 325 West 3rd, Fremont, Neb. 721-1134.

**SELL** - Algon fuel injection for 292-312 Ford, adjustable nozzles, \$150. Finned Lincoln aluminum rocker covers, drilled for Olds through '57, \$30. John Meleski, Box 131, Port Jefferson Sta., N.Y.

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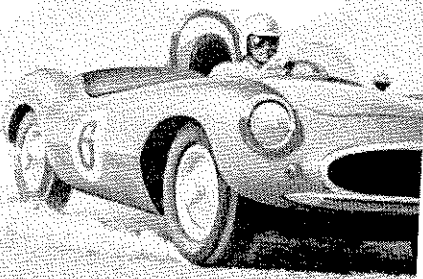
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