

How the 1965 Cars Compare

While stylists reshaped the skins, engineers made more important changes in the bones of the '65s.

Coke-bottle and X-type frames have yielded to limber perimeter types that soak up more road shock, add foot room in the floorwells. Suspensions are changed to match, and low-profile tires help stabilize cornering. But the big news is more whoa-power, better stopping with fade-resistant disk brakes. Seven '65 models have them.

How fade-free are these brakes? What kind of ride do the new frames give? How brawny is performance? For the answers, join PM's auto editors as they make their annual proving-ground reports.

NEW CORVAIR STYLING makes a big splash at proving ground. Rear strut rods, a la Corvette, improve handling





PLYMOUTH SPORT FURY is longer, softer-sprung, but roadability is still good. Lower trunk lip makes loading easier. But the shift pushbuttons are gone at last



MERCURY has new, limber frame that damps out road shock. With all-coil suspension, there's better ride and, surprisingly, handling



OLDS Starfire may dust off some competition with 10.2-second 0-60 time. It has 425-cu.-in. V8, variable-pitch automatic transmission



NEW STEERING arms speed big Buick's handling, and slightly wider tread improves stability. Removal of chrome was spurred by popularity of Riviera styling

DODGE MONACO is new model—plush-est of the line. Equipped with optional 426-inch mill, it literally flies. Inside are four buckets, a well-hidden tach





BIG PONTIAC'S perimeter frames now taper on the ends. Ride is softer. Brakes are wider, better cooled. Wiper blades with double-jointed pivot are optional equipment on Catalina (left)



EVEN COMET has picked up over-and-under headlights. New Cyclone (here) gets a special grille rail and, as standard equipment, 289-cu.-in., four-barrel V8—but 10% softer front springs



OVER-AND-UNDER headlights set new Ramblers apart from earlier years. Ambassador is 10 inches longer and gets an anti-sway bar in front plus 232-cu.-in. Six as standard engine



VALIANT'S ride has been somewhat softened. In performance test on the flat, we did 0-60 m.p.h. in an easy 13.1 seconds with the optional 225-cu.-in., long stroke six-cylinder engine



END
32%
GRADE



LIGHT TOUCHES FOR '65

LITERATE IDIOT LIGHT ...

and gauges are standard on Imperial. Gauge glomers are happy; for those who don't care, this super idiot light "reads" the oil, temperature, and gas gauges, warns you to check them in case of trouble



PM TURNING ...

in my shiny new T-bird. A light glows at the inboard side of lens, spreads ...

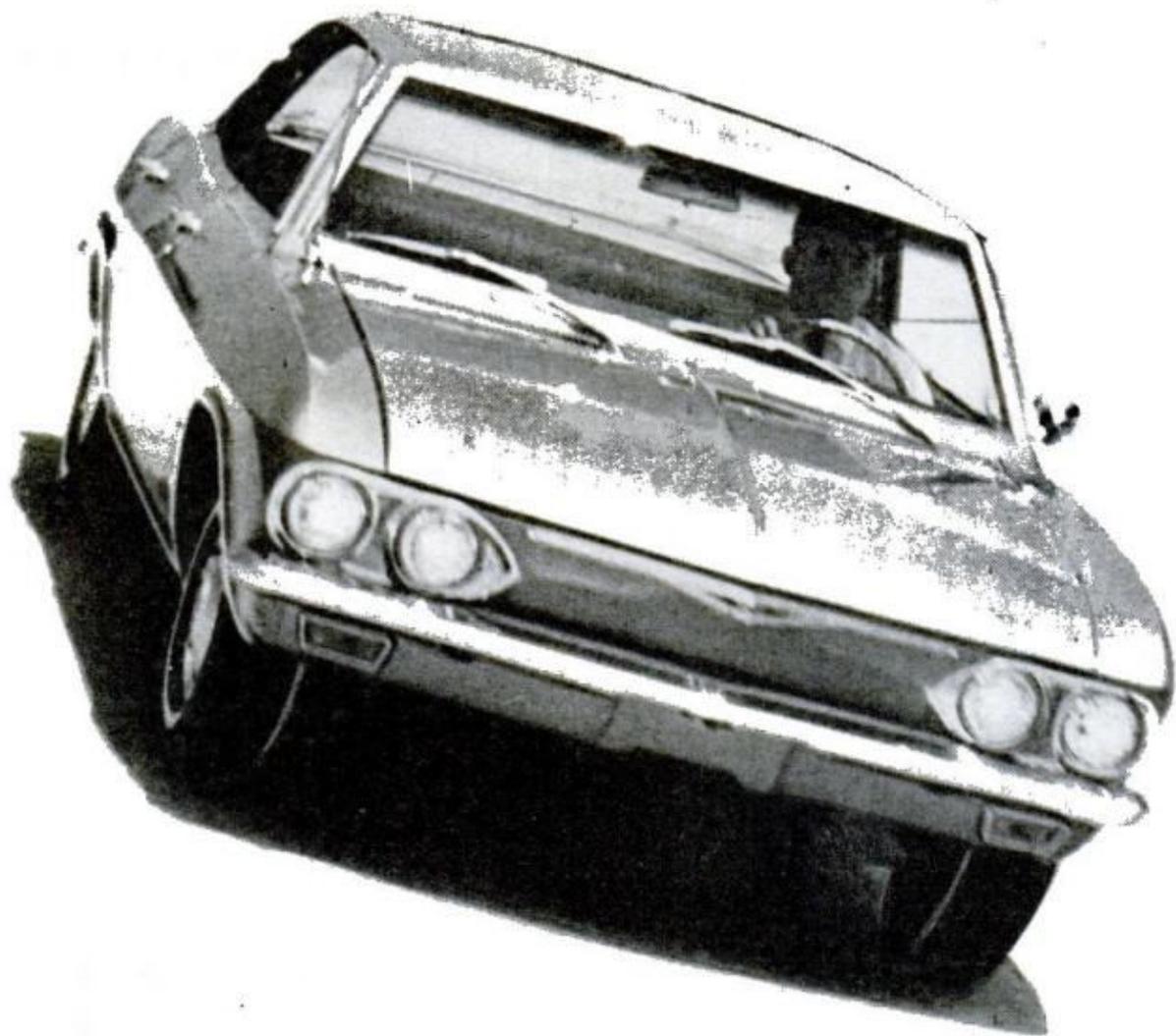
TO THE ...

center and — all within a fraction of a second — keeps on spreading outward to the ...

LEFT ...

over the full lens. Then the light goes out and the three-bulb cycle starts over

THE '65s



VOLUPTUOUS CONTINENTAL STYLING sets off Corvair (above). Turbocharged Corsa (nee Spyder) has carb, blower-vane modifications for 14 extra hp.

FULL-SIZE PONTIACS (below) are slightly longer and have sprouted more-prominent bulges on their rear quarter panels. Horsepowers have been raised



- **Mountain- and Water-Proof Brakes**
- **Softer Rides (and Some Corner Better)**
- **Cross Pollinated Styling**
- **More Thoughtful Gadgetry**

By Ed Nelson, PM's Automotive Editor

STRETCH OUT Detroit's 1965 machinery along the curves, hills and built-in bumps of the proving grounds, and you begin to wonder why all the fuss about new styling.

There's a better story in the way Corvair's new rear end takes curves with less knuckling under—the flexing without mushing of Ford's new chassis, and the absence of queasy fade in the new disk brakes. There are several versions of these disks—and a lively battle over which is best—as we'll explain later.

We hit the brakes of a popular compact, equipped with conventional drums, in successive panic stops from 60 m.p.h. We began to feel fade on the second try. On the fourth stop, the car almost felt as if it were coasting to a standstill.

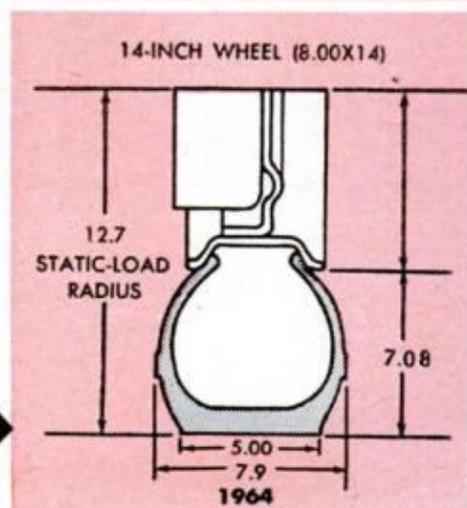
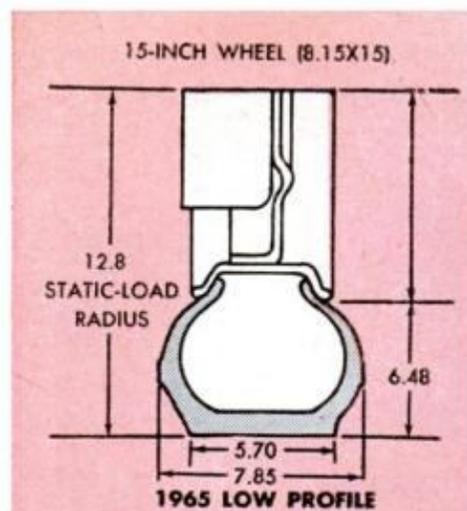
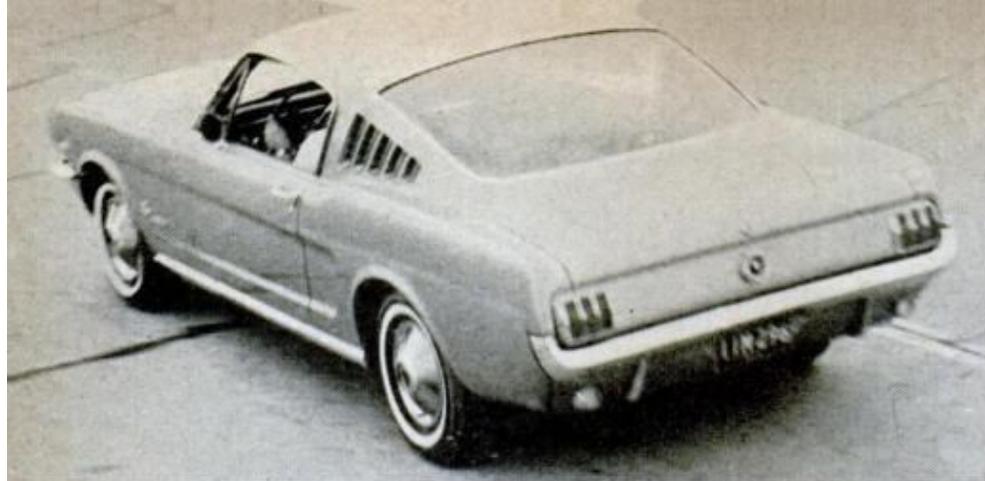
Running the same tests with a disk brake-equipped model produced no feeling of fade or grabbing. There's an even more dramatic story when you panic-stop from 90 m.p.h., or when pedal pressures are converted into life-or-death stopping distances (see page 96).

The new perimeter frames that replace 1964's cow-belly and X shapes let car makers nestle the body within the frame members and widen the footwells. Chevrolet, Ford, Cadillac and the big Buicks (except Riviera) have them for '65. Pontiac and Buick Special had them in '64.

In Ford's frame, torque boxes at each end of the side rails help sop up road shocks. With the old cow-belly (or coke bottle) frame, two-thirds of the frame-body rigidity was in the frame. Now two-thirds is in the body.

NO, IT'S NOT LAST YEAR'S PONTIAC. Those stacked headlights and slab sides belong to the Ford Galaxie. Optional for all Ford four-door sedans is a station-wagon type fold-down rear seat for increased luggage capacity





FASTBACK ROOF, A NEW MUSTANG option, looks as slippery as a goldfish. But rear seat headroom suffers. Ear-level vents extract stale air. The center pivoting gas pedal from early Mustang is added to '65 Ford and Mercurys

BIG SWITCH TO LOW-PROFILE tires isn't for show. It allows larger wheels and consequently, better brakes. During lab tests equivalent to 120 m.p.h. under 1020-pound load, squat heel low-profile tire (upper photo) developed less traction wave—or distortion—than the old style (lower photo)

Yes, the ride is smoother. And the cornering, which you might think would be sloppier, is actually firmer. It's hard to say how much of this is due to frame changes and how much to the change in suspensions and tires made at the same time.

Last year T-Bird and Lincoln engineers wanted bigger wheels without making the car sit higher from the ground. The answer was lower-profile tires, and the name of the game was Make-a-Bigger-Hole-in-the-Doughnut. Everybody's playing it for 1965, and the claims for improvement include better cornering with minimum squeal. This is hard to check because cornering ability doesn't depend on tires alone. But tire manufacturers claim that lower sidewalls on the new tires allow less tread flopping as the tire leaves the road surface ([see photos, page 93](#)).

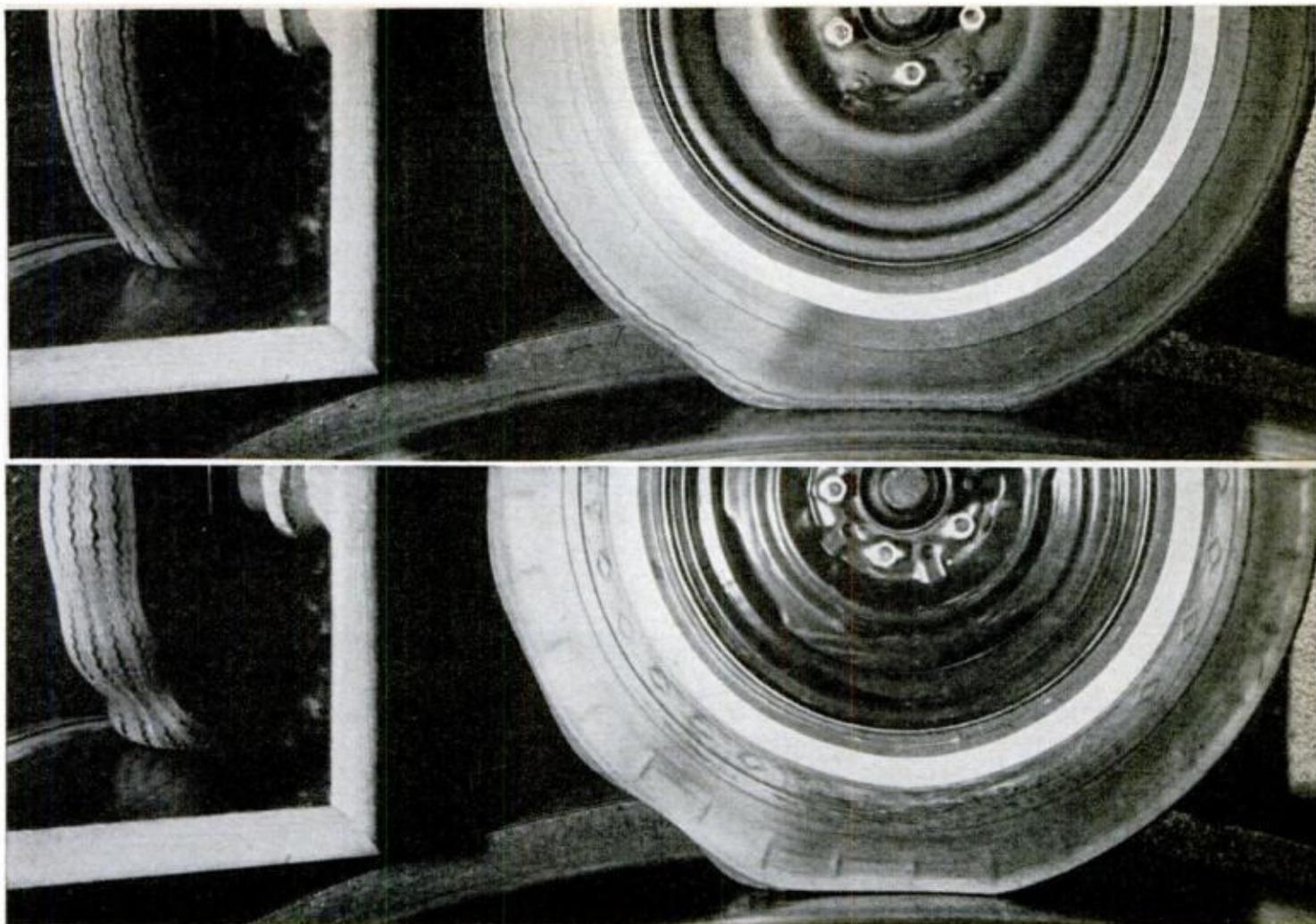
With all the unfamiliar new numbers on tire sidewalls, some tire makers plan to mark their skins this way: "7.75x14—Replaces 7.50x14."

Power for '65 continues to creep upward, largely by making big engines available as

options on smaller cars. There's also some boosting of horsepowers on basic V8s and even on contented Sixes, but there are no startlingly new engines. And few manufacturers are crowing about horsepower increases. For example, Pontiac won the battle with GM brass to keep the big 389-cu.-in. engine in the hot Pontiac GTO, but you have to search through the official specs carefully to find it listed.

The broad shift to perimeter frames required vast restyling of the skins. And the cross-pollination of styling ideas shows how hard the stylists are searching for a theme. Most GM cars have acquired more voluptuous curvature along the sides and fender lines a la Buick Riviera. Meanwhile, Ford has toned down its side wrinkles and come up with crisp, slab sides suggestive of yesterday's Pontiac Grand Prix (today's is full of curves).

Two themes for '65 do stand out, however. One is the obvious trend to vertical headlights. Buick Riviera's clam shell covers for its vertical pair keep its lights from being shattered by flying gravel during daytime travel.



The second trend is to those fancy fast-back roof lines. A joy to behold, perhaps, but what do they do for bald-headed rear seat passengers? Let's take a look.

MUSTANG AND BARRACUDA *Fast-backs.* Valiant's Barracuda, introduced in mid '64 and little changed for '65, boasts the biggest chunk of rear window glass in the industry. It measures 14.4 square feet, which tops the 10 square feet rear window on the new Ford Mustang fastback. Yet our six foot plus auto editor can sit in the Barracuda's rear seat without banging his skull against the rear glass. In contrast, he had to bend his head forward to fit in the rear seat of Ford's Mustang. Ford is completely honest about this, however. They call the Mustang fastback a 2+2 model, and they note that this stands for two adults in front, two children in back.

Thanks to well-tinted glass on the Barracuda we had, we weren't seriously baked. Mustangs have louvered cooling vents in place of a rear quarter window. Neither car is easy to back into a parking slot; you can't see what that rear corner is doing.

Both cars have pass-throughs back into the miniaturized rear luggage compartments. If the kids stay home, you can fold down the rear seat for extra space.

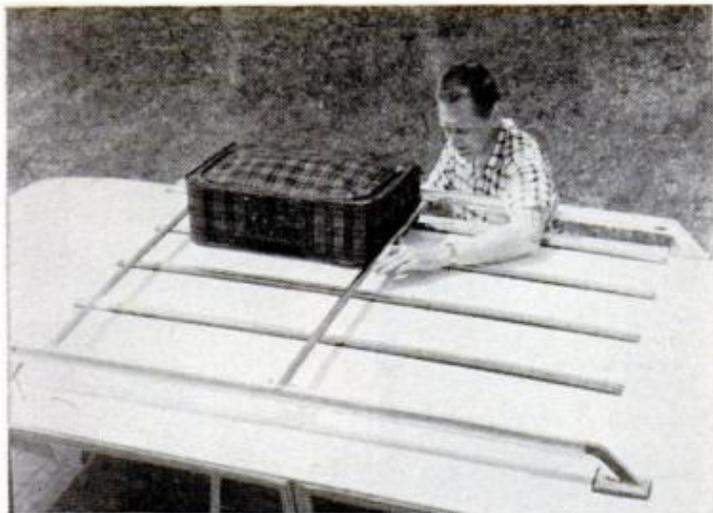
Mustang owners have complained loudly (*PM* Sept., p. 81) about a non-adjustable passenger's seat and about difficulty of handling the three-speed manual transmission (those who bought the basic engine didn't get an all-synchro box). Now both complaints have been answered by running changes. The heat-treating operation on transmission forks, which left them vulnerable to bending, has been corrected. And the passenger's seat now moves fore and aft.

Important performance options now becoming generally available on Barracuda's are front wheel disks and two levels of extra suspension stiffness for better control.

There's also a high-compression, four-barrel-carb version of last year's 273-cu.-in. V8. Without clocking it, we can say the two-barrel edition has all the power usable for any reasonable behavior on the street. And that's without the hot engine's 10.5:1 compression ratio, solid



REVERSIBLE DOOR KEY by Ford, T-Bird and Merc ends fumbling. All doors can be locked on Ford and T-Bird by pushing down the lock button on either front door



SLIDING CROSSBAR on optional Mercury wagon roof racks can be adjusted to fit luggage load, making tie-down faster and more secure. Here it's on a Comet

lifters, or high-lift, high-overlap cam. The basic Six is Chrysler's 170-incher.

Barracuda's dealer-installed disks are costly options—about \$200 a set compared to \$65-\$100 for others. But as production equipment, they qualify for competition.

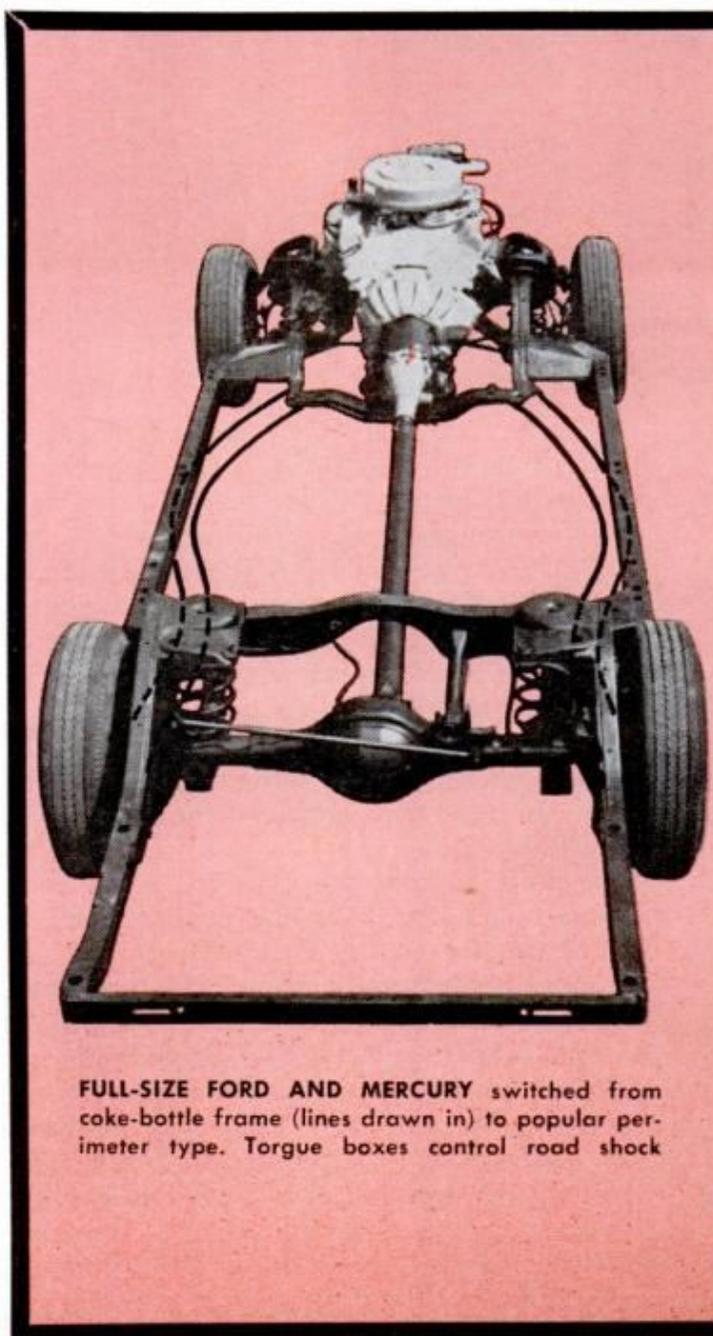
CORVAIR'S new body looks like the small offspring of a marriage between Corvette and Buick Riviera, with the straight beltline now broken by curves and kickups. B-pillars are gone and rear deck lid louvers are replaced by open work behind the back window.

A new rear suspension with strut rods a la Corvette limits independence of rear wheels and the tuck-under of the outboard wheel in cornering. Slight plowing in the front end continues to higher speeds now, but eventually the rear end does go out—rather suddenly. Handling is improved, but at the cost of harsher ride.

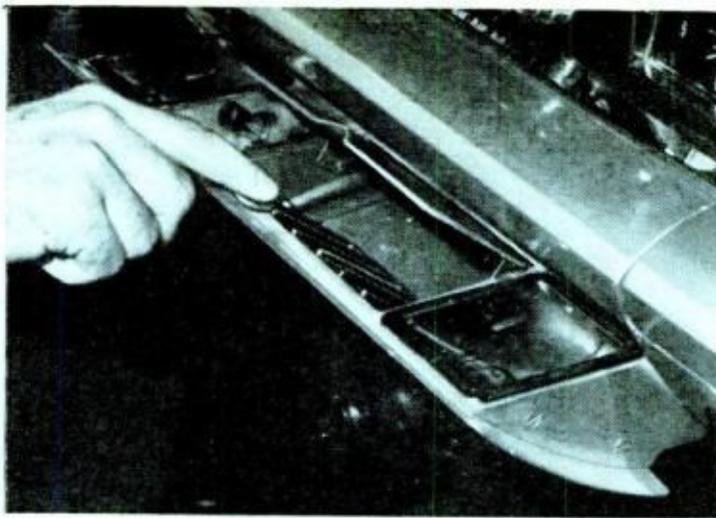
The Corvair's familiar 164-cu.-in., 95-hp. basic Six now can have four single-barrel carbs that raise horsepower to 140. This Six is called "Turbo-Air," but don't confuse it with the turbocharged version, where the charger's vanes have been modified for better flow rates. Horsepower here is up from 150 to a startling 180 which shortens 0-60 time by 10%.

Corsa replaces the Monza Spyder tag for the turbocharged Corvair. The Corsas include bucket-seated two-doors, a hard-top and a convertible. Unfortunately, the hot Corsa won't have disk brakes, though its power-to-weight ratio is close to that of Corvette.

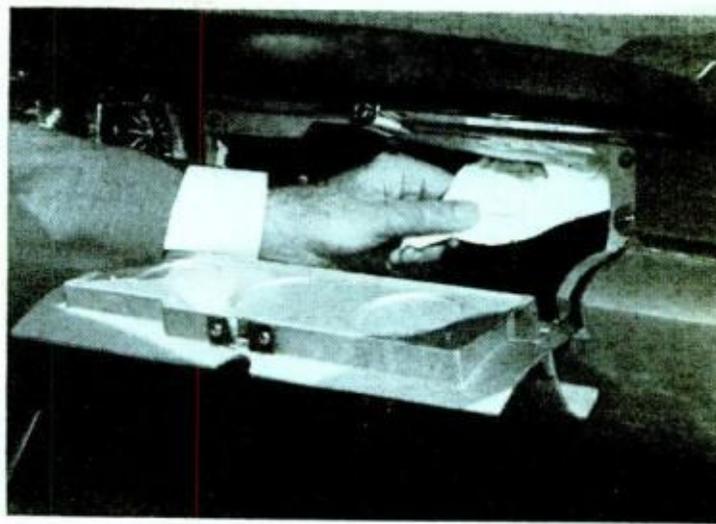
All Corvairs now have alternators. But



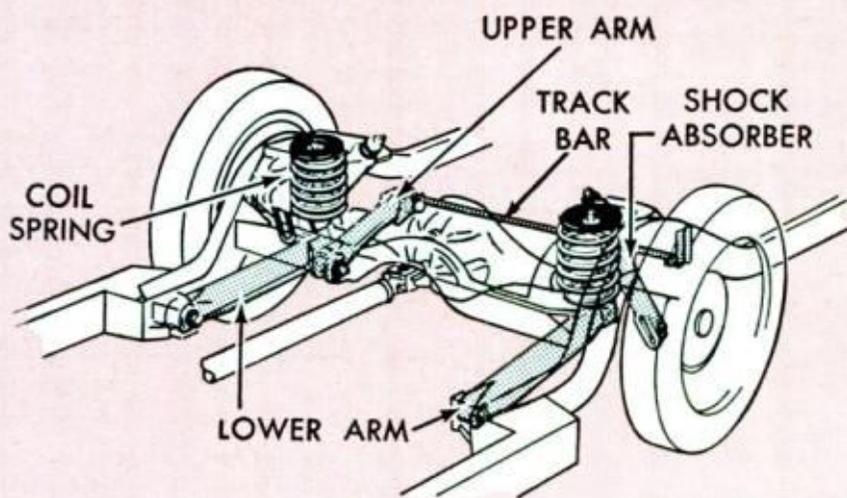
FULL-SIZE FORD AND MERCURY switched from coke-bottle frame (lines drawn in) to popular perimeter type. Torque boxes control road shock



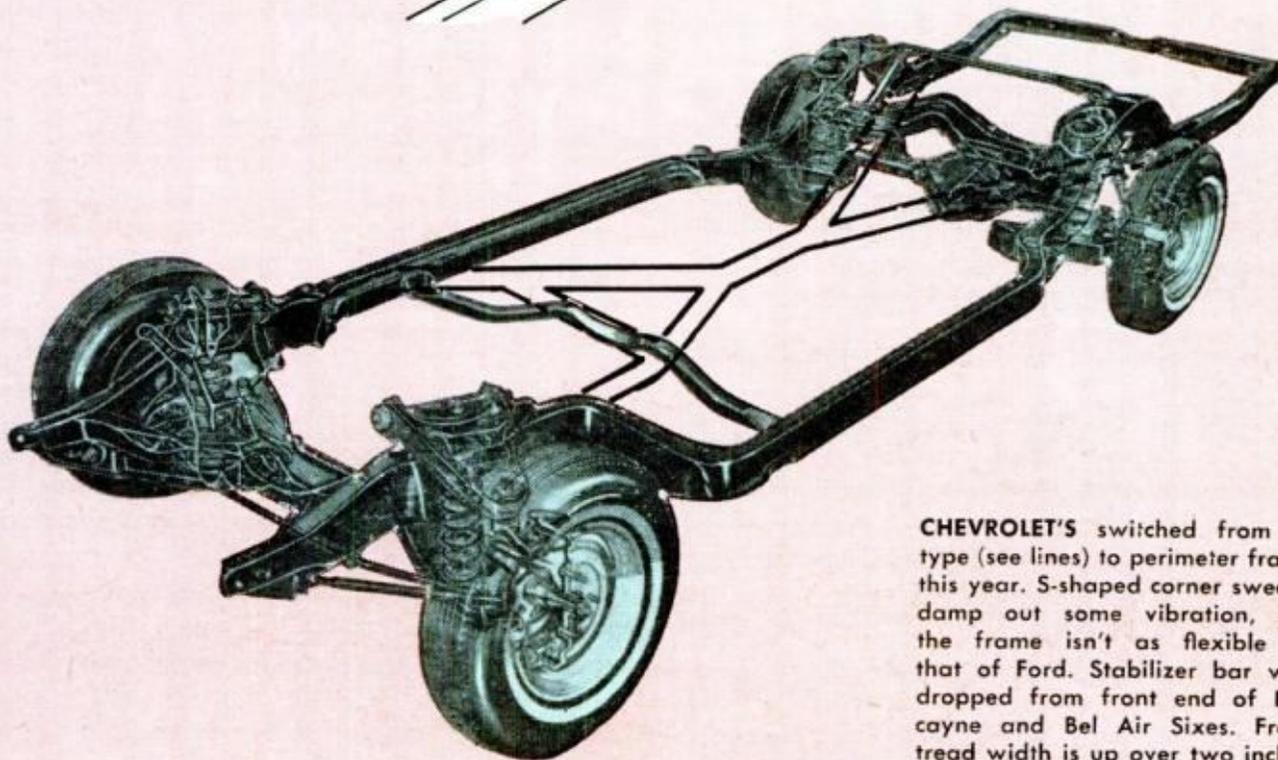
LARGE SLIDING TRAY in center of dash on all Chryslers includes a change holder for meters and toll booths, as well as two ash trays and a lighter



TISSUE DISPENSER is built into the top of the glove box in big Chryslers Handy little recesses for picnic cups and glasses are retained inside the lid

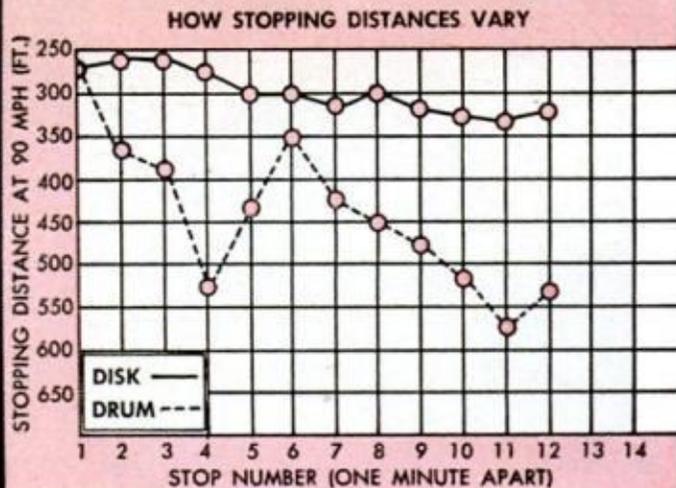


REAR-END SUSPENSION geometry in Chevrolet is changed; coil springs are spaced nearly four inches wider and the lower shock mounts are closer to the center of the car. Rear tread is more than three inches wider Thus resistance to roll is increased in the rear without making ride any harsher



CHEVROLET'S switched from X-type (see lines) to perimeter frame this year. S-shaped corner sweeps damp out some vibration, but the frame isn't as flexible as that of Ford. Stabilizer bar was dropped from front end of Biscayne and Bel Air Sixes. Front tread width is up over two inches

THE DISK VS DRUM BRAKE STORY



DISK BRAKES STOP even when immersed in water, as shown by T-Bird undergoing brake tests in water trough. Fade from heat is also lower than with drums

BRAKES THAT DON'T GRAB, pull, or show serious fade are offered on one or more '65 models from every U.S. car maker.

They are disk-caliper brakes, and they're optional on the Mustang, big Ramblers, Plymouth Barracuda and Dodge and Plymouth police cars. On T-bird, Continental and Corvette they're standard. Only the Corvette has four-wheel disks. (The problem with four-wheel disks is designing an efficient handbrake. The Corvette has a small bowl-shaped drum and mechanically actuated brake shoes built right into each rear disk.)

Basically, the disk brake consists of a cast-iron disk that turns with the wheel and a stationary caliper that pinches the disk like a vise to stop the car.

In contrast, the conventional drum brake has two brake shoes—a primary and a secondary—“floating” in a drum that turns with the wheel. Hydraulic pressure shoves the shoes outward until their lining rubs against the spinning drum, providing braking.

DURING 12TH STOP from 90, Bendix disks were 83-percent effective, drums 50 percent. Conversion to stopping distance was made with Tapley formula

There are drawbacks. Wrapped inside drums, the linings get little cooling air. And as they heat, frictional characteristics change and brakes fade. What's more, a hot drum expands away from the shoes, so pedal travel is greater. Also, the drum tends to retain water. Probably you've had the experience of driving through a deep puddle and “losing” your brakes for a time (it seems like an eternity).

Another severe drawback of today's drum brake is the inherently unstable duo-servo, or self-energizing principle. A link connects the bottom ends of the two brake shoes. When brakes are applied, the leading shoe moves against the spinning drum. Friction tends to pull the shoe around with the drum; this rotational force is passed through the link to the trailing shoe, snapping it against the drum. In effect, the momentum of the car reduces pedal pressure. But a common byproduct is sudden grabbing, swerving or locking up.

Disks use no servo assist, and so are

temperature, charge, and oil pressure are still monitored by idiot lights.

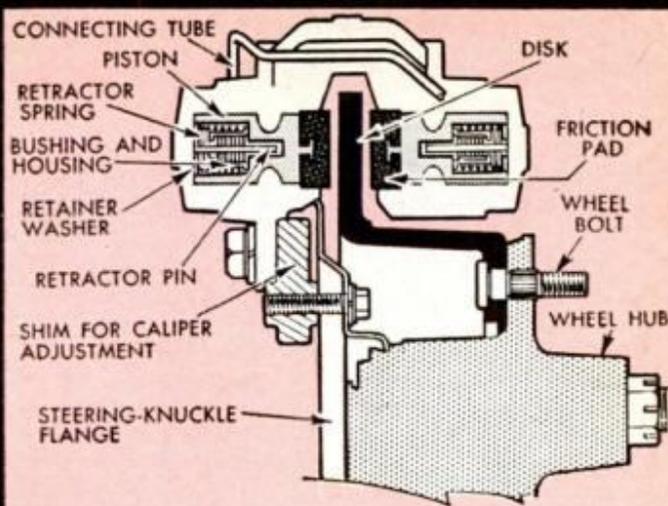
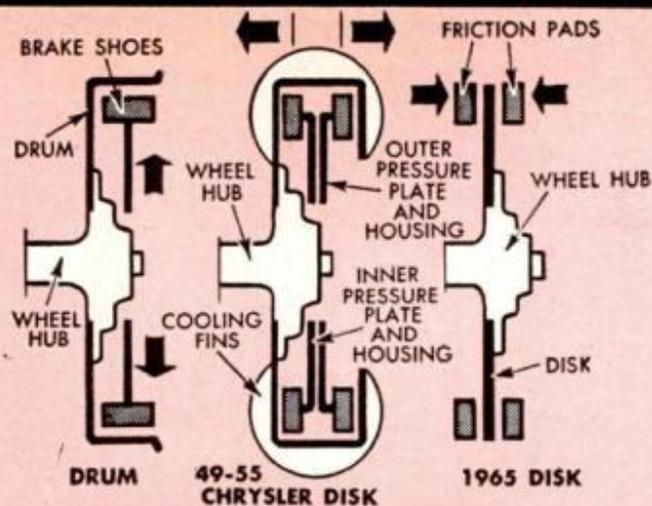
CHEVY II's wheelbase stays at a modest 110 inches, but available power isn't modest. The biggest Chevelle engine, the 300-hp., 327-inch V8, is now available.

Even the bigger Chevelle brake drums now on Chevy II may have trouble saying Whoa to this power, but perhaps new disks will be available next year.

The Chevy II still has its 90-hp. 153-inch,

four-cylinder engine in the line-up, but it's available only on low-line sedans.

CHEVELLE. The front spring rate of the Chevelle 300 is down from 245 pounds per inch of suspension deflection to 225. On V8s of this model, the rear rate is unchanged, but on Sixes it went from 130 down to 100. The ride is much softer as a result. The Malibu V8 we tried (which had a higher front rate of 250 pounds per inch) matched last year's in handling.



HOW BRAKES WORK: At left is drum, at right is modern disk. Early Chrysler disk (center) had fully enclosed clutch-type lining. It wasn't free from fade

BENDIX DISK BRAKE has piston-actuated pads that pinch the disk to stop the car. Pads are then pulled away from spinning disk by light retractor spring

stable. The spinning disk throws off water and dirt, and it is also open to cooling air. Disk expansion is mainly radial, so pedal travel isn't affected.

manufacturers with disk brakes: Kelsey-Hayes (FoMoCo); Bendix (Rambler; Studebaker); Delco-Moraine (Corvette); and Budd (Dodge and Plymouth).

Before making disks standard on the T-bird, Ford tested a disk-equipped model against one with drums. In seven consecutive 500-foot stops from 65—a common highway speed—drum-brake pedal effort increased 50 percent, disk effort 45. But in the same number of 600-foot stops from 90, disks showed an increase of only nine percent (24 pounds). Drum effort climbed 83 percent (to 132 pounds).

The Bendix disk isn't vented. Otherwise, all four are similar except for one point. Kelsey-Hayes and Bendix maintain a slight clearance between pad and disk with retractor mechanisms. In the other two units, the pad constantly brushes the disk lightly to wipe it clean of dirt and moisture and to reduce pedal travel.

In the past, engineers said disks are fine for featherweight foreign cars, but not for 4000 pounds of Detroit iron. The wheels on U.S. cars, they said, don't leave space for big enough disks.

A disadvantage of the constant contact system is higher operating temperatures, resulting in faster pad wear and wasted efficiency. One Budd engineer claimed a loss of only $\frac{1}{4}$ hp. at 60 m.p.h., but Chrysler admits that gas consumption averages two percent higher over the 20-80-m.p.h. range—more at low speeds, less at high.

But now they found solutions: double-size friction pads (improving effective disk radius); more-heat-resistant pad material; vented disks (which reduce temperatures by nearly a third).

But one thing's certain: The drum brake has reached the end of the road. If you don't buy a '65 with disks, chances are your next new car will have them.

Four American firms now supply car

—Alex Markovich

Chevelle's big drums—with 169 square inches of lining area—felt adequate.

Chevelle's smallest engine, the 194-inch Six, puts out only 120 horses, but you can go all the way up to a 300-hp., 327-inch V8 with jumbo four-barrel carb. Chevrolet has dropped the 220-hp. version of its 283-inch engine, but the 195-hp. version is still around as Chevelle's basic V8.

BUICK SPECIAL. We whipped a Skylark smartly around the tight GM handling

course and found it pleasant. For stability, Skylark has built-in understeer. Most drivers prefer scrubbing front wheels to having the rear end slide out—which happens with too much oversteer. With understeer, the front end tends to plow or scrub in a corner. The Skylark has a firm suspension—much more so than the Tempest (whose lower [softer] wheel deflection rates are 66 compared to Special's 94). Yet the Special's ride is not hard.



REAR FINS ON CADILLAC have been shrinking for years. This year's modest ones slope down from greenhouse. Crossflow radiator allows low hood line

SLEEK NEW BODY OF FULL-SIZE OLDS is longer and wider, allowing more shoulder and luggage room. Brakes are wider in front (and in back on 98s)



A small but important change is the larger exhaust valves in the Special's basic, 225-inch V6. Valve port area is up practically 10 percent. This means the '65 Special will exhale—and thus operate—more efficiently.

OLDS F-85 engineers did a first class hop-up job on the 330-cu.-in. V8 introduced last year. Still with a four-barrel carb and 10.25:1 compression, the new Cutlass is up from 260 to a claimed 315 hp. with the addition to a hotter cam. The Cutless we drove was livelier than last year's, but not startlingly so.

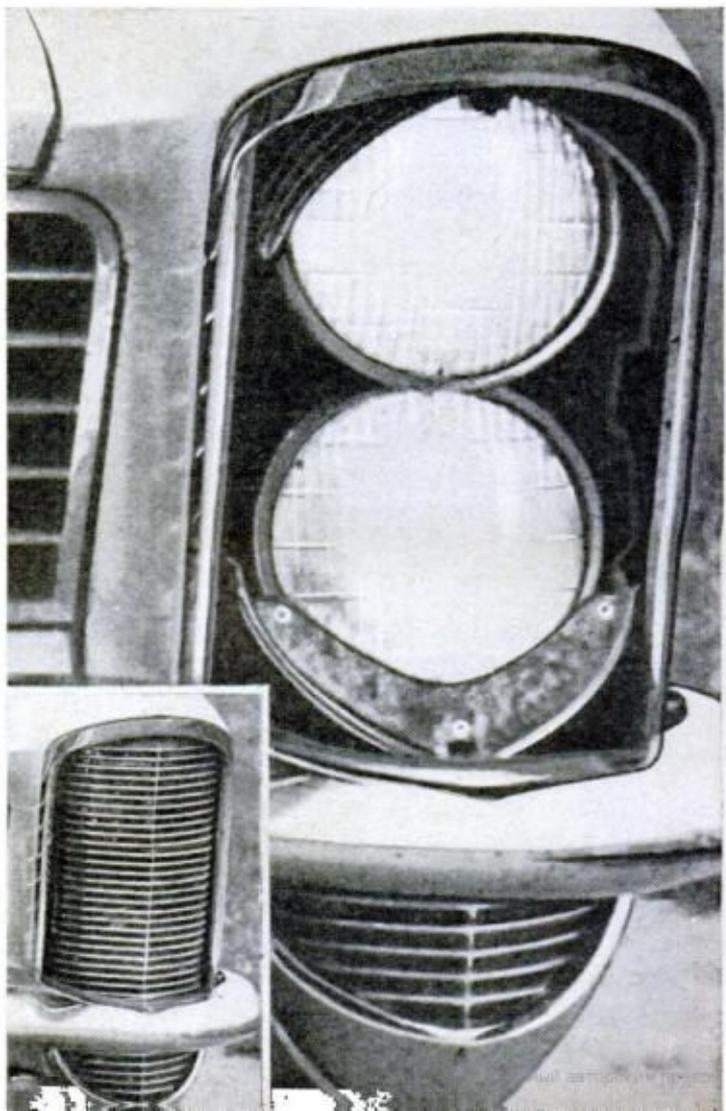
The lower-compression version of the same 330 (now 9:1 instead of 8.75:1) is rated at 250 hp.—up 40. It's standard in the Deluxe F-85. The economy V6, unchanged, still is standard in the basic F-85.

Only an inch and a half longer, the smaller Olds still has a 115-inch wheelbase, but a foot and a half wider turning circle. Trunk space is increased about three cubic feet.

PONTIAC TEMPEST not only kept its optional 389-cu.-in. V8; they've upped its rating from 348 to a snarling 360 hp. The three two-barrel carbs on this GTO model are still there, but breathing is vastly improved.

All Tempests are three inches longer for '65, most of it in front overhang. Cornering

STACKED LAMPS ON BUICK RIVIERA are protected by metal covers during day. When lights are switched on, the covers open automatically like a clamshell





ERSATZ HOOD SCOOP, a la early T-Bird, plus striping along the sides highlight Pontiac GTO styling. A 389-inch V8 with up to 360 hp. is offered



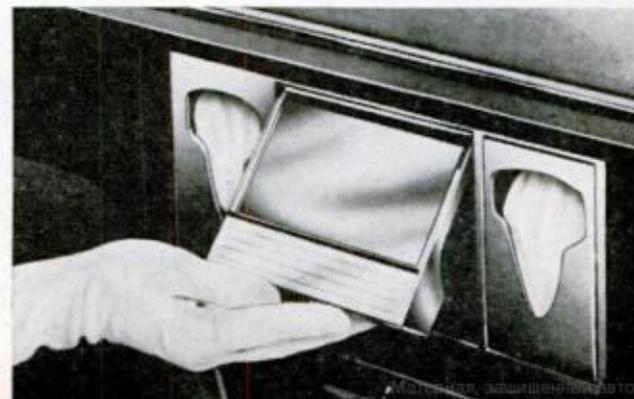
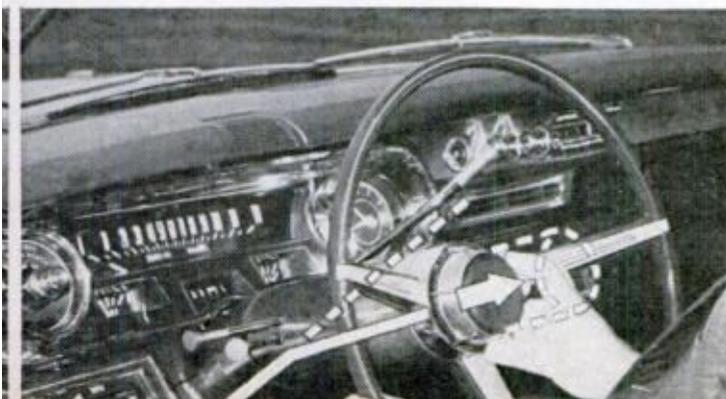
FORD GALAXIE'S new perimeter frame provides wider cabin well for more foot room, especially in front. Top photo rear in '64, lower one a new '65

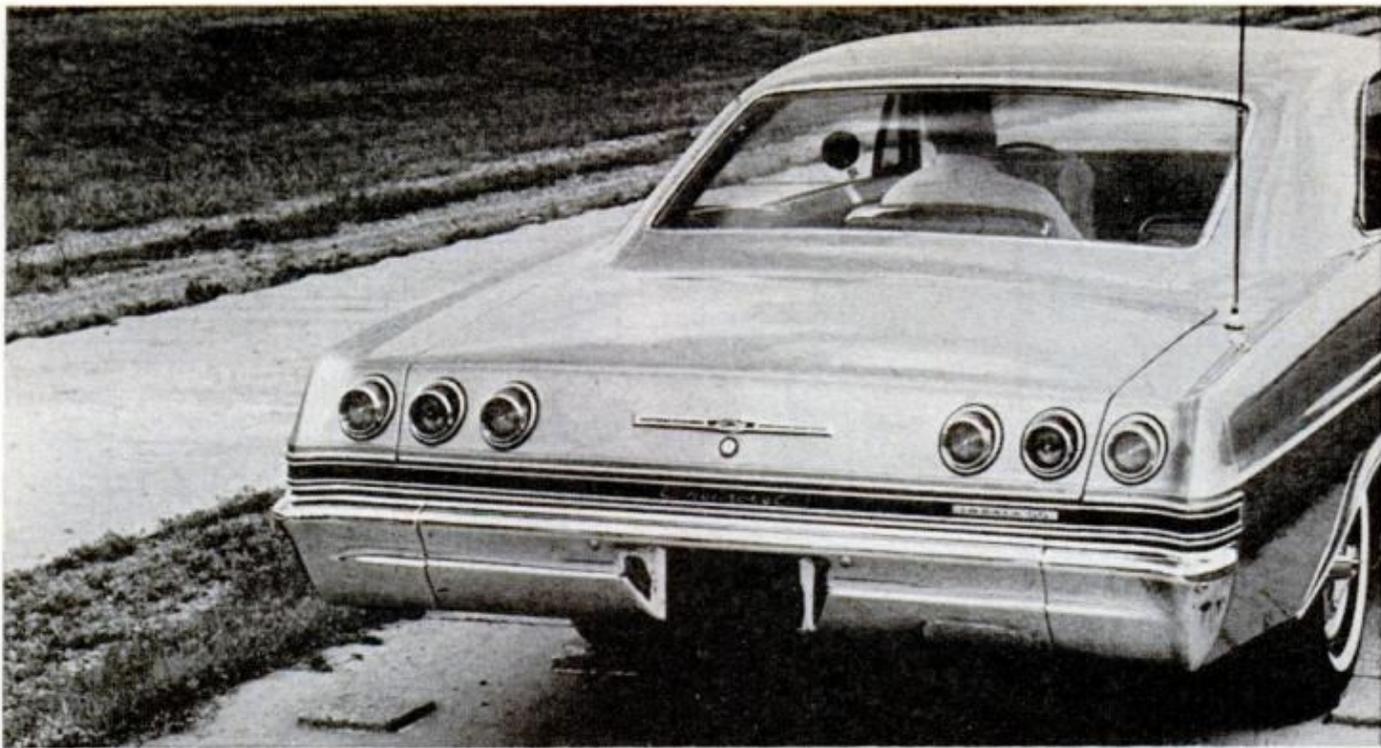


CHEVELLE STYLING HASN'T CHANGED in '65 except for minor sharpening of body trim. You can now get more power in the form of Chevy 327-cu.-in. V8

OPTIONAL TELESCOPING steering wheel in Cadillac and Corvair adjusts up to three inches with a twist of a hub ring. Separate lever controls tilt angle

FOR BACK-SEAT DRIVERS, Olds 98 has lighted vanity case with mirror and tissue dispenser in seat back. Opening the prototype version took some prying





NEAR-FASTBACK ROOF LINE and downward-sloping rear fenders are trademarks of the new Chevrolet. Softer suspension performed well on roughest test roads. Cornering isn't impressive, although the body roll is reduced

seems unchanged and the ride is still plush. The slow steering persists.

FALCONS still have as firm a ride as anything from Ford and there are no basic suspension changes. The mild 144-cu.-inch Six is gone. Basic engine is now the 170 with 105 hp., paired with a 2.83:1 economy axle. The car is almost as lively as 1964's 170-incher, and you should get economy comparable to the old 144.

There's more news, though, in the reworking of the 200-inch Six. The four main bearings have been boosted to seven. A higher lift cam and bigger valves up

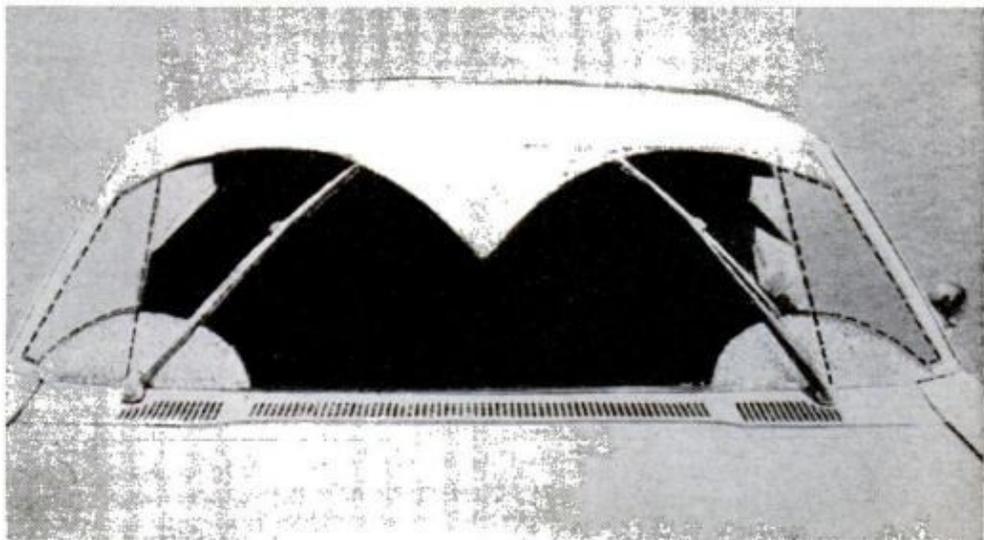
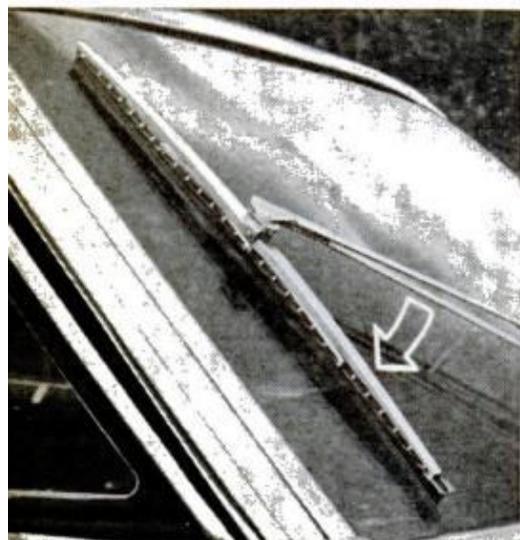
horsepower rating from 116 to 120.

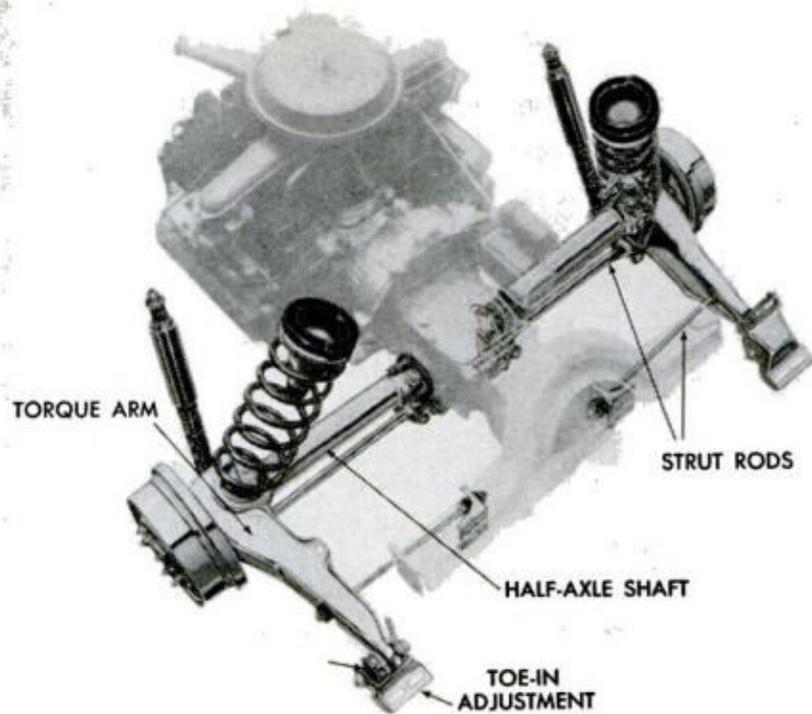
An automatic choke has been added. Though compression is raised to 9.2:1; regular fuel is still recommended. The fuse block has been moved to the kick panel for accessibility. Fuses are well labeled.

Mustang's popularity made Ford decide to drop the Falcon Sprint.

MERCURY'S COMET has over-and-under headlamps and sharper-edged fenders. Taillights wrap around, and the vestigial rear fins are gone. Imitation side port holes are a delayed tribute to an old Buick theme.

TO ELIMINATE LAST YEAR'S BLIND SPOT (shaded area), Pontiac wiper blades swivel on their arms. At the outboard end of the stroke, the blades become parallel to the A pillar. At inboard end, they're parallel with the cowl





OVERSTEER IN CORVAIR now comes in more gently and at higher speed, thanks to a redesigned rear suspension. Transverse leaf spring is gone. Strut rods now work in much the same way as those in Corvette rear suspension

Comet has dropped the 170-cu.-in. engine and uses the 200-inch, seven-main-bearing Six as its standard. We'll guess a version of the new, 240-inch Six, so far limited to Ford division, will be warming up Comets by mid-year. The 260-cu.-in. basic V8 of '64 has been replaced by a two-barrel 289 with a rated 200 hp.

Top option is the 225-hp. four-barrel 289 with 10:1 compression. It's standard for the Cyclone. Our convertible, with four aboard and without the usual high-revving start, walked through 0-60 in 13.1 seconds. The optional four-speed manual stick was smooth.

With 10 percent lower front spring rates, Comet Sixes have a soft ride. Tie rods on V8s, over two inches longer, come nearer the center of the front end and swing through a smaller angle with vertical wheel motion. Thus they limit changes in toe-in and toe-out, which should improve tire wear and rough-road handling.

Visibility is generally good, but the gloss-control paint Comet uses atop the dash is also needed around the instruments. All controls were easily accessible. Legroom in front is adequate for a six-foot-plus editor. It's skimpy in back, although headroom is fair.

There's no two-speed automatic left in either Comet or Falcon—and that's a step

forward. The smaller the engine the more it needs the flexibility of extra gears.

FAIRLANE. Manual steering is made easier by a new idler arm bushing that reduces friction 10 to 20 percent. A new set of gears and power steering pump have lowered the power steering ratio from 25:1 to 20:1, and reduced wheel turns from 4.3 to 3.5. Now if only they could reduce the manual steering ratio, which takes 4.7 turns lock-to-lock.

Blades on the front fenders make an excellent guide while you're learning the car. The front end seems vulnerable to damage. The rear end is better, though its bumper is tucked well into the sheet metal. Luggage capacity is up about a cubic foot, but the spare takes a reach.

Only the amps still are on an idiot light; oil pressure now has a gauge. The new speedometer is circular and clear. Major dimensions are unchanged.

The reworked 200-inch Six is basic. Bottom V8 is the 195-hp., 2-V 289. With a compression ratio of 9.3:1, Ford still recommends Regular gas.

VALIANT and **DODGE DART** share engines for '65, but Valiant puts them in a package that is 8 inches shorter than the Dart, on a five-inch-shorter wheelbase.

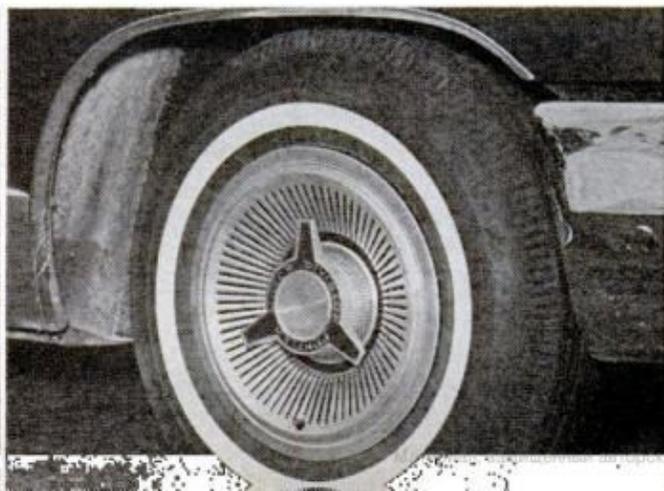
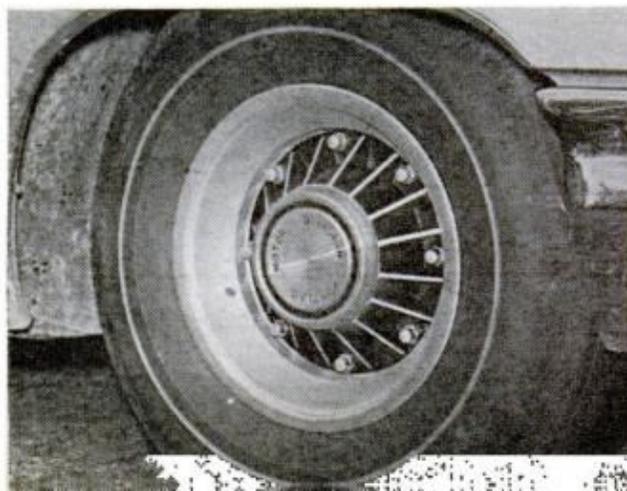
The end of Valiant's rear deck is higher, giving about 15 percent more trunk space.

How the Specifications Change for '65

| MAKE | Wheelbase 1965 Change | | Over-all Length 1965 Change | | Over-all Width 1965 Change | | Wheel Size 1965 Change | | ADVERTISED BASIC HORSEPOWER | |
|---------------------------------|--------------------------|------|--------------------------------|------|-------------------------------|-------|---------------------------|------|-----------------------------|--------------------------|
| | 1964 | 1965 | 1964 | 1965 | 1964 | 1965 | 1964 | 1965 | 1964 | 1965 |
| BUICK Special | 115 | — | 203.2 | -0.3 | 73.6 | +0.2 | 14 | — | V6 155, V8 210 | V6, 155, V8 210 |
| LeSabre | 123 | — | 216.9 | -1.9 | 80 | +2 | 15 | — | 210 | 210 |
| Wildcat | 126 | +3 | 219.9 | +1.1 | 80 | +2 | 15 | — | 325 | 325 |
| Electra | 126 | — | 222.9 | +0.1 | 80 | +2 | 15 | — | 325 | 325 |
| Riviera | 117 | — | 208 | — | 76.6 | — | 15 | — | 340 | 340 |
| CADILLAC Calais, deVille | 129.5 | — | 224 | +0.5 | 79.9 | +0.2 | 15 | — | 340 | 340 |
| Fleetwood | 133 | +3.5 | 227.5 | +4 | 79.9 | +0.2 | 15 | — | 340 | 340 |
| CHEVROLET full-size | 119 | — | 213 | +3.1 | 79.6 | +2.6 | 14 | — | Six 140, V8 195 | Six 140, V8 195 |
| Chevelle | 115 | — | 196.6 | +2.7 | 74.6 | — | 14 | — | Six 120, V8 195 | Six 120, V8 195 |
| Chevy II | 110 | — | 182.9 | — | 69.9 | -0.9 | 13 | — | Four 90, Six 120, V 195 | Four 90, Six 120, V8 195 |
| Corvair | 108 | — | 183.3 | +3.3 | 69.7 | +2.7 | 15 | — | Six 95 | Six 95 |
| Corvette | 98 | — | 175.1 | -0.2 | 69.6 | — | 14 | — | 250 | 250 |
| CHRYSLER Newport, 300 | 124 | +2 | 218.2 | +2.9 | 79.5 | -0.5 | 14 | — | 265 | 270/315 |
| New Yorker, 300L | 124 | +2 | 218.2 | +2.9 | 79.5 | -0.5 | 14 | — | 290 | 340/360 |
| DODGE Polara, Monaco | 121 | +2 | 212.3 | +2.5 | 79 | +4 | 14 | — | Six 145, V8 230 | 270/315 |
| 800 | 121 | -1 | 212.3 | -2.5 | 79 | — | 14 | — | 265 | 270 |
| Dart | 111 | — | 196.4 | +0.1 | 69.9 | +0.9 | 13 | — | Six 101, V8 180 | Six 101, V8 180 |
| Coronet | 117 | -2 | 204.3 | -5.5 | 75.6 | -0.6 | 14 | — | Six 145, V8 230 | Six 145, V8 180 |
| FORD Galaxie, Custom | 119 | — | 210 | +0.2 | 77.3 | -2.7 | 15 | +1 | Six 138, V8 164 | Six 150, V8 200 |
| Fairlane | 116 | +0.5 | 198.4 | +0.8 | 73.8 | +1.6 | 14 | +1 | Six 101, V8 164 | Six 120, V8 200 |
| Falcon | 109.5 | — | 181.8 | — | 71.6 | — | 13 | — | Six 85, V8 164 | Six 101, V8 200 |
| Thunderbird | 113.2 | — | 205.4 | — | 77.3 | +0.2 | 15 | — | 300 | 300 |
| Mustang | 108 | — | 181.6 | — | 68.2 | — | 13 | — | Six 120, V8-200 | Six 120, V8 200 |
| IMPERIAL all | 129 | — | 227.8 | — | 80 | — | 15 | — | 340 | 340 |
| LINCOLN Continental | 126 | — | 216.3 | — | 78.6 | — | 15 | — | 320 | 320 |
| MERCURY full-size | 123 | +3 | 218.4 | +2.9 | 79.4 | -0.6 | 15 | +1 | 250 | 250 |
| Comet | 114 | — | 195.3 | +0.2 | 72.9 | +1.5 | 14 | +1 | Six 101, V8 164 | Six 120, V8 200 |
| OLDSMOBILE F85 | 115 | — | 204.4 | +1.4 | 73.8 | — | 14 | — | V6 155, V8 210 | V6 155, V8 250 |
| 88 | 123 | — | 216.9 | +1.6 | 80 | +2 | 14 | — | 225 | 260/310 |
| Jetstar I, Starfire | 123 | — | 216.9 | +1.6 | 80 | +2 | 14 | — | 345 | 370 |
| 98 | 126 | — | 222.9 | +0.6 | 80 | +2 | 14 | — | 330 | 360 |
| PLYMOUTH Fury | 119 | +3 | 209.4 | +2.9 | 78 | +2.4 | 14 | — | Six 145, V8 230 | Six 145, V8 230 |
| Belvedere | 116 | — | 203.4 | -3.1 | 75.6 | — | 14 | — | Six 145, V8 230 | Six 145, V8 180 |
| Valiant | 106 | — | 188.2 | — | 70.1 | — | 13 | — | Six 101, V8 180 | Six 101, V8 180 |
| Barracuda | 106 | — | 188.2 | — | 70.1 | — | 13 | — | Six 101, V8 180 | Six 101, V8 180 |
| PONTIAC Catalina | 121 | -2 | 214.6 | +1.6 | 79.6 | +0.4 | 14 | — | 215 | 256 |
| Grand Prix | 121 | -2 | 214.6 | +1.6 | 79.6 | +0.4 | 14 | — | 308 | 333 |
| Star Chief | 124 | +1 | 221.7 | +1.7 | 79.6 | +0.4 | 14 | — | 235 | 256/333 |
| Bonneville | 115 | — | 206.1 | +3.4 | 73.1 | -0.2 | 14 | — | Six 140, V8 250 | Six 140, V8 250 |
| Tempest | 115 | — | 206.1 | +3.4 | 73.1 | -0.2 | 14 | — | Six 140, V8 250 | Six 140, V8 250 |
| RAMBLER American | 106 | — | 177.25 | — | 70.84 | +2.28 | 14 | — | Six 90 | Six 90 |
| Classic | 112 | — | 195 | +5 | 74.5 | +3.18 | 14 | — | Six 127, V8 198 | Six 128, V8 198 |
| Ambassador | 116 | +4 | 200 | +10 | 74.5 | +3.18 | 14 | — | 198 | Six 155, V8 198 |
| STUDEBAKER Lark | 109, 113 | — | 190, 194 | — | 71.5 | — | 15 | — | Six 12, V8 180 | Six 120, V8 195 |
| Daytona Cruiser | (4-dr.) | — | (4-dr.) | — | 71.5 | — | 15 | — | Six 12, V8 180 | Six 120, V8 195 |

ARE WHEEL COVERS OBSOLETE? Pontiac integral brake drum-cum-wheel looks good and is practical. Open to the air stream, it dissipates brake heat fast

PONTIAC IS DEVOTING special attention to brake cooling; even their lowest-priced line of wheel covers has cooling louvers stamped in to carry away heat



**TRANSMISSION TYPES AVAILABLE
1965**

3-spd., 4-spd. (V8), 2-spd. auto.
 3-spd., 2-spd. auto.
 3-spd., 4-spd., 3-spd. auto.
 3-spd. auto.
 3-spd. auto.

3-spd. auto.
 3-spd. auto.

3-spd., o. d., 4-spd. (V8), 2-spd. auto.
 3-spd., o. d., 4-spd. (V8), 2-spd. auto.
 3-spd., 4-spd. (V8), 2-spd. auto.

3-spd., 4-spd., 2-spd. auto.
 3-spd., 4-spd., 2-spd. auto.

3-spd., 4-spd. (300), 3-spd. auto.

3-spd. (300L), 4-spd. (300L), 3-spd. auto.

3-spd., 4-spd., 3-spd. auto.
 3-spd., 4-spd., 3-spd. auto.
 3-spd., 4-spd. (with optional engines), 3-spd. auto.
 3-spd., 4-spd. (V8), 3-spd. auto.

3-spd., 4-spd. (high-performance V8s), 3-spd. auto.
 3-spd., o.d. (V8), 4-spd. (V8), 3-spd. auto.
 3-spd., 4-spd. (V8), 3-spd. auto.
 3-spd. auto.
 3-spd., 4-spd., 3-spd. auto.

3-spd. auto.
 3-spd. auto.

3-spd., 4-spd., 3-spd. auto.
 3-spd., 4-spd. (V8), 3-spd. auto.

3-spd., 4-spd., 3-spd. auto.
 3-spd., 4-spd., 3-spd. auto.

3-spd., 4-spd., 3-spd. auto.
 3-spd., auto.

3-spd., 4-spd. (optional V8s), 3-spd. auto.
 3-spd., 4-spd. (high performance V8) 3-spd. auto.
 3-spd., 4-spd. (optional engines), 3-spd. auto.
 3-spd., 4-spd. (optional engines), 3-spd. auto.

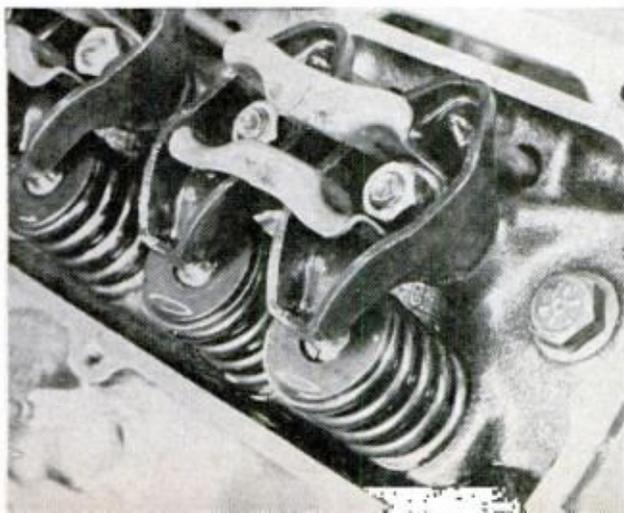
3-spd., 4-spd. (Tri-Power engines), 3-spd. auto.
 3-spd., 4-spd. (Tri-Power engines), 3-spd. auto.

3-spd., 4-spd. (Tri-Power engines), 3-spd. auto.
 3-spd., 4-spd., 2-spd. auto.

3-spd., o. d., 3-spd. auto.
 3-spd., o. d., 3-spd. auto.
 3-spd., o. d., 3-spd. auto.

3-spd., o.d. (V8), 3-spd. auto.

CYLINDRICALLY PIVOTED stamped sheet-metal rocker arms in Olds Super Rocket V8 have hollow pushrods for individual lubrication and better oil control



Both Valiant and Dart have rearranged some gauges, though both kept wiper and headlight controls cheek by jowl. Don't grab the wrong one on a rainy night.

A four-barrel version of last year's 180-hp., two barrel 273-cu.-in. engine is now available. The new edition, called the Commando 273, gets a 10.5:1 comp ratio, largely from domed pistons that squeeze the charge harder. This V8 is rated at 235 horses at 5200 r.p.m. It is also the top option for Plymouth's Barracuda.

The big Six—a 225-incher—is still to be rated at 145 hp., but Dodge says it performs better in the passing-speed range.

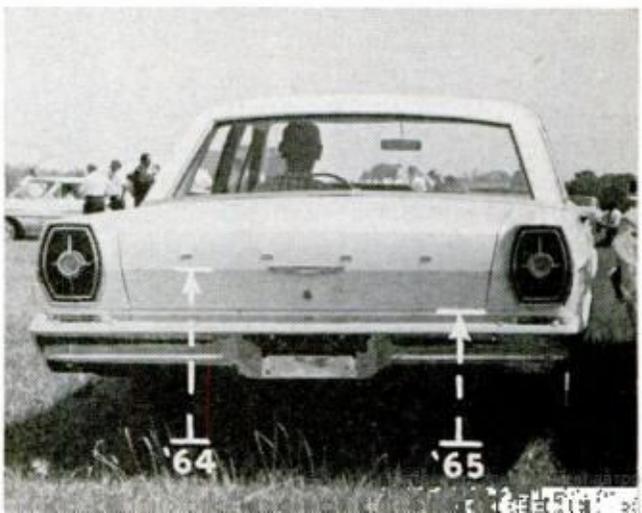
We found the Dart 270 wagon (with the basic V8) less heavy and loose feeling in the rear than expected from a wagon. It started from a dead stop on a seven percent grade with little labor.

RAMBLER AMERICAN is the only American Motors car to keep its major '64 dimensions. Both front and rear overhang are minimal. Although 14-inch wheels are standard, 15s are available.

The American still keeps its 90-hp. L-head Six with its single-barrel carb and 196.6 cubic inches of displacement, but it is standard only in the 220 and 330 series. Perhaps it is not long for the road, because breathing and service (especially valve work) with L-heads are problems.

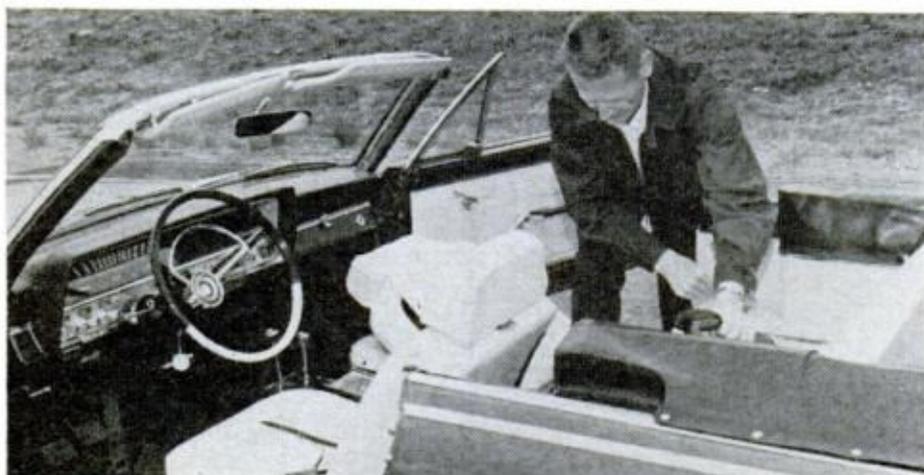
RAMBLER'S CLASSIC may have one of the finest braking combinations around for a family car. To the double master cylinder of the past you can now add Bendix disks in front. In keeping with the non-servo, hence non-grab, characteristics of the disks, the 10-inch rear drums are non-servo, too. The set-up wasn't available on the prototypes we drove, but Bendix disks on earlier cars have been

FOR EASIER LOADING, Ford trunk lower lip has been dropped 5.4 inches from '64. New perimeter frame and absence of leaf springs leave more trunk room

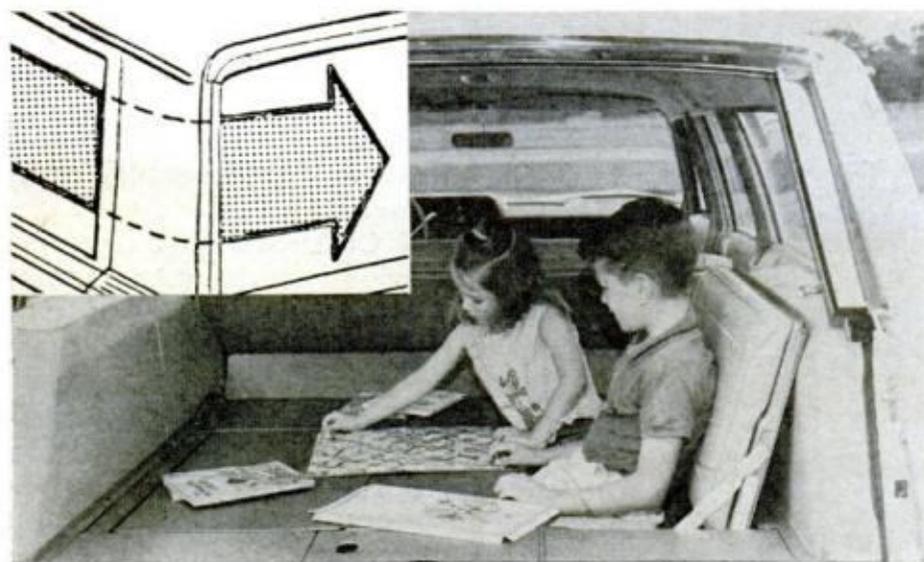




VINYL ROOF COVER, chromed window moldings jazz up the Studebaker Sport Sedan. Engines in entire line of Studebaker will come from GM; basic Six and V8 horsepowers are slightly higher than '64 Studes



OPTIONAL RECLINING seats in two-door Ramblers fold forward farther for easier entrance and loading. Number of reclining positions has been increased from five to seven. Ignition lock now is lighted for night driving



FORD WAGON with extra rear seats provides made-to-order "desk space" for youngsters when one of the seats is folded down. An optional under-seat heater keeps rear warm. Built-in rear scoops route air across rear window, keep it clean

good and these are reported better.

Your best chance to perform in a Classic comes with the 327-inch, 270-hp. V8 with four-barrel carburetor. And you can do it in a convertible this year.

Some extra ridges in sheet metal are gone from the '65 Classic, while a protruding grille has been added. Length is up five inches to 195, resulting in another 1.5 cu. ft. of trunk space. Wheelbase is still 112 inches.

CHEVROLET, like Ford, Cadillac and last year's Chevelle, has adopted perimeter frames. K-shaped diagonal frame braces stiffen the front end of Chevy's frame,

where Ford uses a straight-across brace.

Chevy's perimeter frames replace the very rigid X-type framing. As one frame manufacturer puts it: "The idea that beefing up a frame is always good is on the wane. You don't have to be heavier to be better. Most important is that the frame and body work together dynamically."

How dynamically Chevrolet's new perimeter frame works with the body is difficult to pinpoint, because its front spring rates are dramatically reduced while rear coils are stiffer. The Impala we tried still had a lush, lullaby ride and control felt

[\(Please turn to page 228\)](#)