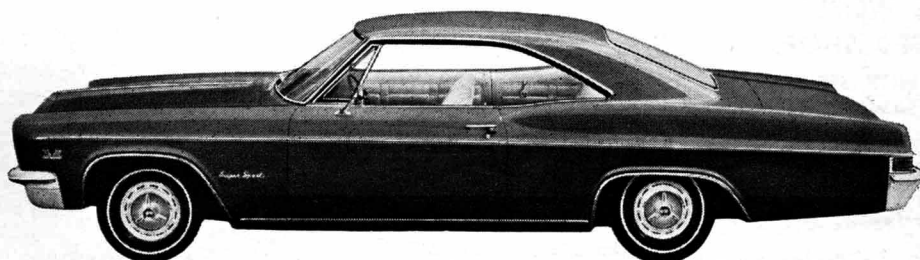


**TURBO-JET 427 V8**

**do not tease**



*'66 Chevrolet Impala SS Coupe—new standard safety package includes outside rearview mirror. Always check it before passing.*

Poke the gas pedal of this new Chevrolet Turbo-Jet V8 and you get action. A full 427 cubic inches of it.

Its advanced design, with tilted valves and deep-breathing ports, sees to that.

Say you choose to cage it in that bucket-seated Impala SS above (it's

available in 18 other Chevrolets, too). You can order it with hydraulic lifters and an output of 390 hp. Or you can order a version with special-performance camshaft, solid lifters—and 425 hp.

Either way, you get higher rate front and rear springs, heavy-duty

shocks all around and 8.25 x 14 tires as part of the Turbo-Jet 427 package.

Sound like a lot of machine? As any road will show you, it's the most.







**Somehow  
Impala doesn't seem destined  
to be big with secret agents**

Impala SS Sport Coupe with eight safety features, including padded instrument panel and sun visors, now standard.

## **Imagine nobody noticing you in a car that looks like this**

After all, in a year when the lean, clean look is the thing, this Body by Fisher is bound to turn heads.

From the distinctive front styling to the smart new wraparound taillights, the Impala SS demands attention. Not a line's wasted.

The view from the inside is just as pleasing with wall-to-wall deep-

twist carpeting and foam-cushioned' Strato-bucket front seats standard on this model. It's all accented by touches of bright metal and brushed aluminum.

Of course the interiors are color-keyed to complement each Magic-Mirror finish. Nice? Naturally. Inconspicuous? Hardly.

**STYLING THE CHEVROLET WAY**





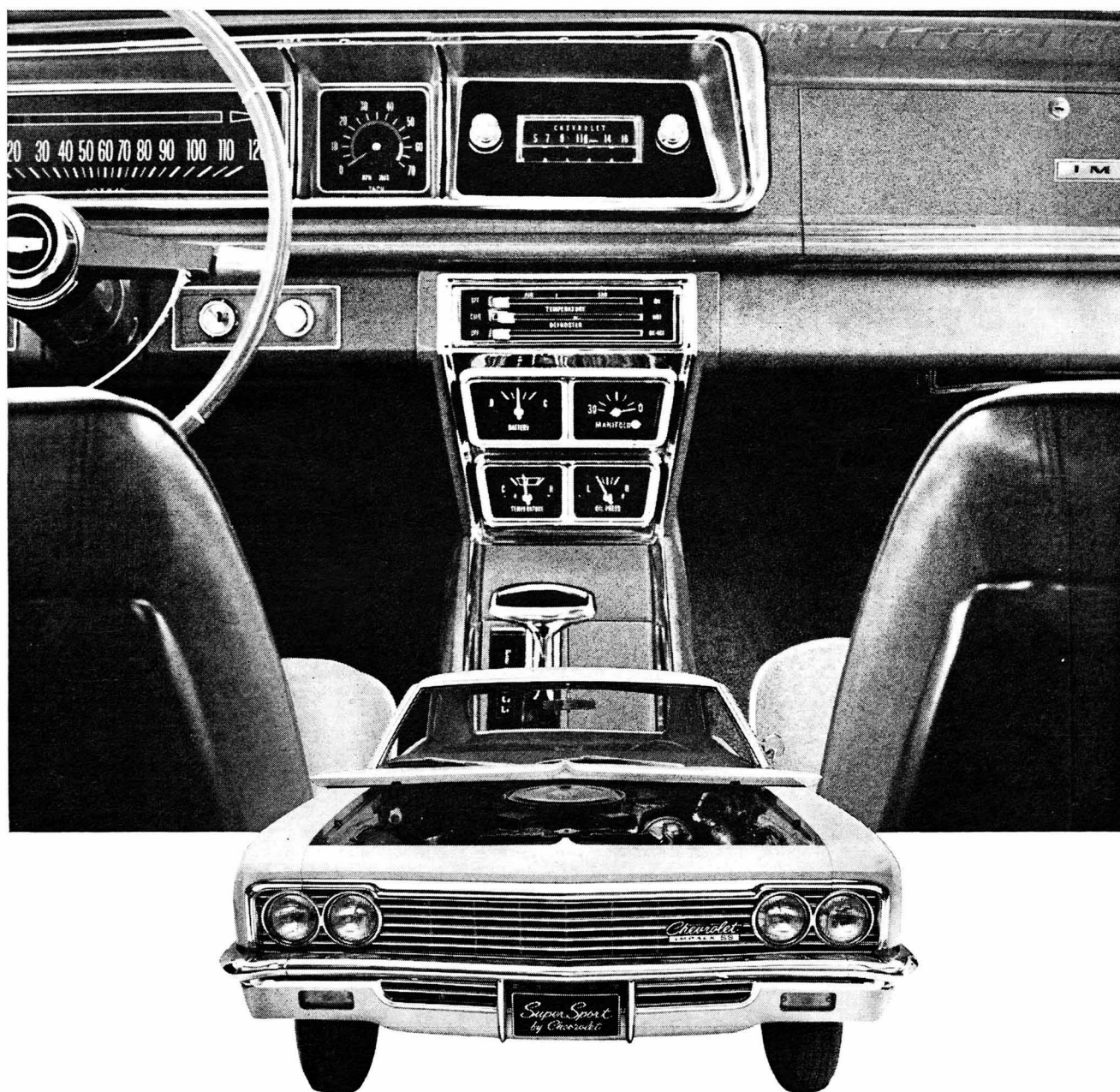
## The big news isn't the gauges . . . it's what the gauges connect to!

The real news about Impala is the 427-cu.-in. Turbo-Jet V8 you can put on the other side of the fire-wall to make the needles quiver. The street version generates 390 hp and 415 lbs.-ft. of torque on hydraulic lifters. A special-purpose edition turns out 425 hp and the same amount of torque on solid (ah, what sounds!) lifters.

Both engines are of the same unique design that inspired our successful Turbo-Jet 396, which is now rated at 325 hp. Intake and exhaust ports feed directly to the combustion chambers with little interference from valves and push-rods. As a result, the Turbo-Jets breathe in a manner that makes ordinary engines feel short-winded

— even downright asthmatic.

As for the gauges — they're important, too. In fact, we're confident that the man who knows what's happening inside the engine compartment is a safer, more alert driver. Drive as only you know how — and who knows? — maybe the less knowledgeable drivers will get the message.



'66 IMPALA by CHEVROLET 

Chevrolet Division of General Motors, Detroit, Michigan.