



## They don't call it King Kong for nothing.


Not hardly. A car doesn't get a name like that on looks alone. Not when it walks off with Top Stock Eliminator at the '66 Springnationals, Winternationals, Summernationals and World Championship Finals. Not when it idles like this one does. Not when it turns 11-second ETs and makes the trip sounding like—well—just ask the guy up there holding his ears.

This, you see, is a Hemi-powered Belvedere. More specifically, a Belvedere GTX. The Hemi part costs extra, and the car itself is specially set up for drag racing. But impressive? Man, it's devastating!

Your next question should be: *Do we build a street ver-*

*sion of the GTX? With maybe just a little less hair?*

Glad you asked. We do indeed, and it comes with our 440 cu. in. (375 hp.) wedge-head as standard equipment. It also comes with a special heavy-duty suspension, hood scoops, Red Streak tires, wide rims, bigger brakes, low-restriction exhausts and a heavy-duty TorqueFlite automatic—again, it's all standard.

And if you order it with the 4-speed, you get coarse-pitch "Hemi" gears, a heavy-duty rear axle, viscous-drive fan, unsilenced air cleaner and a dual-point distributor as part of the bargain. Sound King-Kongish, too? It is. Because Plymouth is out to win you over. '67 Belvedere GTX 

**Plymouth**

