

A FACTUAL REPORT ON THE RECORD-BREAKING PLYMOUTH SUPER STOCKS BY DRIVERS AND EXPERTS

TOM GROVE
JOHN ABRAITIS
RAY BROCK
BILL NEILL
LOU FURLONG
AND OTHERS



A NEW VOICE OF VICTORY SOUNDS ON THE STRIPS... PLYMOUTH SUPER STOCK 426!

LAST MAY, THE FIRST OF THE NEW PLYMOUTH SUPER STOCKS BEGAN APPEARING AT DRAG STRIPS AROUND THE COUNTRY... AND NEW RECORDS WERE SET ALMOST EVERY WEEK. HERE'S HOW IT ALL HAPPENED.

By Tom Grove

About the author

Tom Grove of Oakland, Calif., is the first drag strip driver in history to crack the 12-second barrier in a production stock passenger car with factory option engine. Last July 15 at Fremont, Calif., Grove roared through the quarter-mile in 11.93 seconds in his 1962 Plymouth 413 Super Stock, hitting a top-end speed of 118.57 mph.

In August he put the same stock Plymouth through a flying mile at Bonneville at an average speed of 165.44 mph.

With his new Plymouth Super Stock 426, he has turned sensational runs of 12.02, 12, and 11.99 seconds.



When the new Plymouth Super Stock 413 first came out last May, I'll admit I was skeptical. I was a dyed-in-the-wool Chevy man, but in the speed business I had an open mind.

Charlie Di Bari of Melrose Motors in Oakland, Calif., approached me to set up a new Plymouth for quarter-mile drag racing. I agreed, and that's where it all began!

I became more and more and more enthusiastic as the work progressed. We kidded about the possibility of having the first stocker ever to make a quarter-mile run under 12 seconds. Little did we know that this was to become more than jest!

I had been racing a 409 Chevy that held all of the local track records. The first time out with the Plymouth 413 at Vaca Valley we topped the Chevy's best every time we ran, and

I was grinning ear to ear. I'm now a Plymouth fan.

Our first "Melrose Missile" was down into the 12.3's the first week we ran it in competition and we broke 13 records and won 11 trophies the first eight times we had it out. Then the Plymouth *really* got hot.

At the Fremont, Calif., Drag Strip July 15 we turned our amazing 11.93 ET, with a top speed of 118.57 mph. Later, at Vaca Valley, the Plymouth hit 119.20 mph for its 19th track record and its best top speed. We were really rolling.

Expect more from '63

We expect even more performance from the 1963 Plymouth 426, due primarily to better handling characteristics and detail engine changes. The second run of our new 1963 Plymouth was 12.02 at Vaca Valley October 20, and a week later at Half Moon Bay it turned a 12 flat. Back at Vaca Valley on November 3, it turned a sensational 11.99!

Boy, those 12.0's sure look good! We expect to get numerous runs in the 11-second bracket, and speed in excess of 120 mph. The car's got the power and all I've got to do is get it out of it for those 11-second runs.

I feel the Plymouth has the strongest potential in the Super Stock field—more horsepower, and less car weight per cubic inch than any of the competition. The engine is a beauty—none better. And Plymouth is just starting to really tap its power. I have pulled numerous 430 rear wheel horsepower readings on Melrose's 500-horse dyno. These are steady readings that have been held—not flash readings. The best that the 1962 Missile I has pulled is a steady 450 rear wheel horsepower. Can any of your slide-rule mathematicians compute the actual shaft horsepower? Wow!!

With this much power, the drive

train has held up beautifully. All of the gears, the rear end, U-joints, etc., have given absolutely no trouble. I have replaced one clutch—that's all.

Plymouth's unit construction also contributes to over-all performance—it gives a very rigid platform with a minimum of weight. It's strong and light. Couple this with the torsion suspension and you have the lightest Super Stocker, with excellent front to rear weight transfer. You've got to get that power to the rear wheels to do the good. The Plymouth does it.

A lot of people are interested in what I've done to the car. Most everyone feels that all you have to do is put out the ponies, that the rest will take care of itself. Well, putting out the ponies is real important, but there's more to it than that. Gears: anywhere from 4.30 to 4.89 in the rear end, depending on tire size and conditions. We use a Sure-Grip differential. I also make my own traction bars to keep the rear end solid, and to help get the weight transferred to the rear. Quite a lot of time is spent in pre-loading the chassis. It's very important to get as much of the car's weight onto the rear wheels as is possible, and for the car not to fishtail on hard acceleration.

Back to Bonneville

The Missiles will compete again at Bonneville in 1963. Our Missile I averaged 165.44 mph in strictly stock form in the 1962 Bonneville Nationals. Next summer we will run a blown version and shoot for the magic 200-mph mark for stock-bodied passenger cars. The Missile will probably do it.

I feel our toughest competition on the drag strips comes from other Plymouths, but I'd like to leave one big reservation. Any Super Stocker, prepared and driven by the right person, can be a threat. But, showroom stock against showroom stock, the Plymouth has no competition.

On the streets as on the strips...

PLYMOUTH'S ON THE MOVE!

A statement by C. E. Briggs, Vice President, Chrysler Corporation, and General Manager, Chrysler-Plymouth Division.



C. E. Briggs

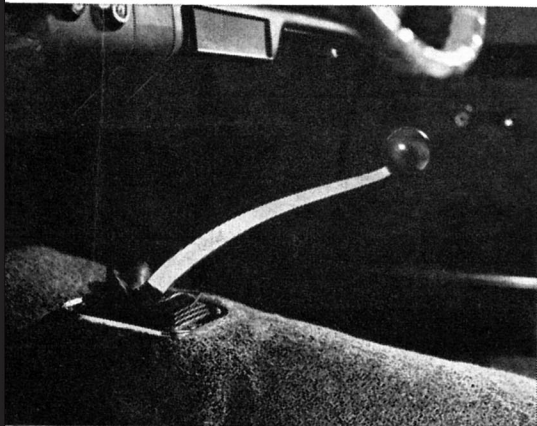
With great new highways and ever-better cars, Americans have rediscovered the pure enjoyment of driving—and rightfully so. Such a valuable possession as a car *should* bring great pleasure.

Plymouth has been a pacemaker in restoring fun to motoring. The preceding pages demonstrate some of Plymouth's contributions to the rapidly growing sport of competitive driving. But what about the non-competitor who loves fine machinery, who wants his everyday driving to be an exhilarating experience? Take a look at these power options: The Commando "361" V-8, offered as a complete power package with 2-barrel carburetor and other special components. The Golden Commando V-8, whose 383 cubic inches and 4-barrel carb

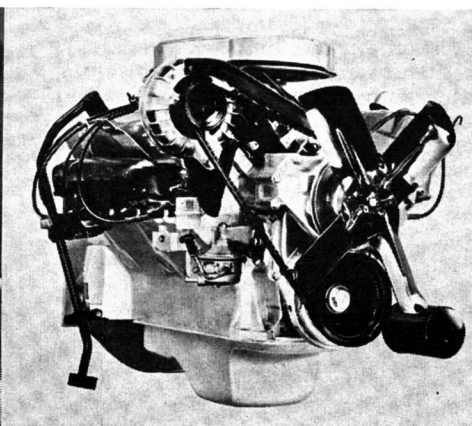
provide all the power and acceleration you could want on any highway. And add to these engines the new T-10 floor-mounted 4-speed box. This one makes driving Plymouth's power combinations a real adventure in performance. It comes with four gear ratios for the 318-cubic-inch engine: 2.54 to 1; 1.92 to 1; 1.5 to 1; and even 1 to 1. For either the 361 or 383 engines, you can order 2.20 to 1; 1.66 to 1; 1.31 to 1; or 1 to 1.

The Plymouth Super Stock 426 is for enthusiasts who enjoy testing their cars under controlled conditions. You'll like our other power options for the highway, too. Ask your Plymouth Dealer about them.

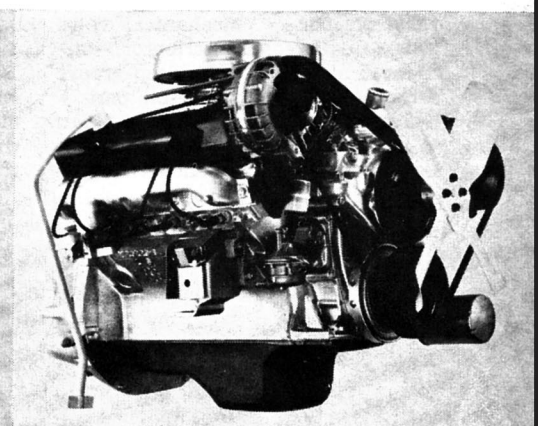
PLYMOUTH DIVISION  CHRYSLER
MOTORS CORPORATION



The 4-speed box with HURST shifter

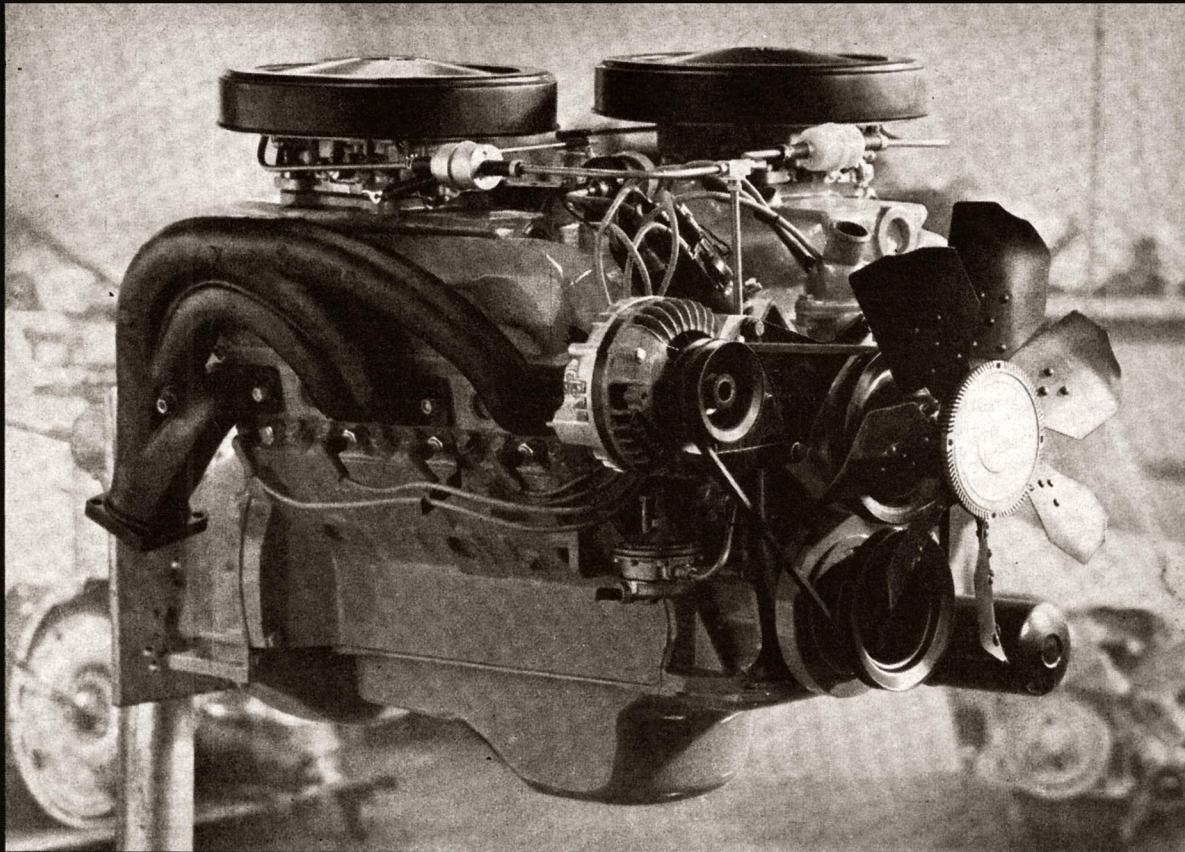


The 361-cu.-in. Commando V-8



The 383-cu.-in. Golden Commando V-8





ALL THIS IS STANDARD ON SUPER STOCK 426

426-cu.-in. 8-cyl. engine • dual 4-bbl. carbs • short ram manifold tubes • special exhaust headers • special large dual-exhaust system • special heads, pistons, camshafts, valves, and valve springs • mechanical valve gear • dual breaker distributor • unsilenced air cleaners • deep-groove drive pulleys • special oil pan • heavy-duty radiator • 18-4-2 fan • closed crankcase vent system • Laker cutouts • hand choke • large-

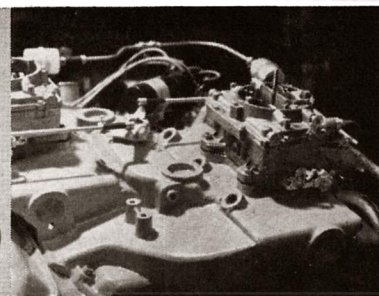
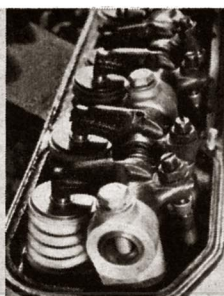
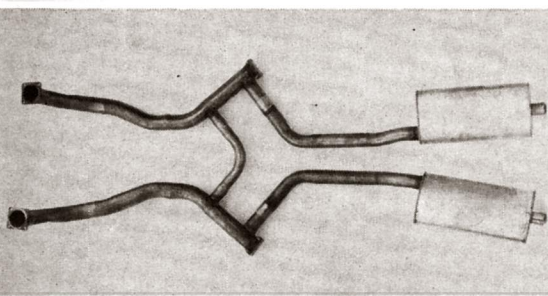
pinion rear axle with special-size axle shafts and heavy-duty pinion bumper • Sure-Grip differential (3.91 ratio) (with manual or automatic transmission) • heavy-duty rear springs • 59-amp. battery • 7.50 x 14 rayon tires and 5½ K wheels. For manual transmissions only: 10½" clutch with pressure plate; special clutch torque shaft and pivot, heavy-duty T-85 3-speed manual transmission with the Hurst shifter.

SPECIFICATIONS

Displacement: 426 cu. in.; bore: 4¼; stroke: 3¾; standard rear axle ratio: 3.91; optional rear axle ratios (available for dealer installation): 4.10, 4.30, 4.56, 4.89.

ENGINE OUTPUT

	STANDARD	OPTIONAL
Compression ratio:	11:1	13.5:1
Horsepower:	415 @ 5,600 r.p.m.	425 @ 5,600 r.p.m.
Torque:	465 lbs./ft. @ 4,400 r.p.m.	475 lbs./ft. @ 4,400 r.p.m.

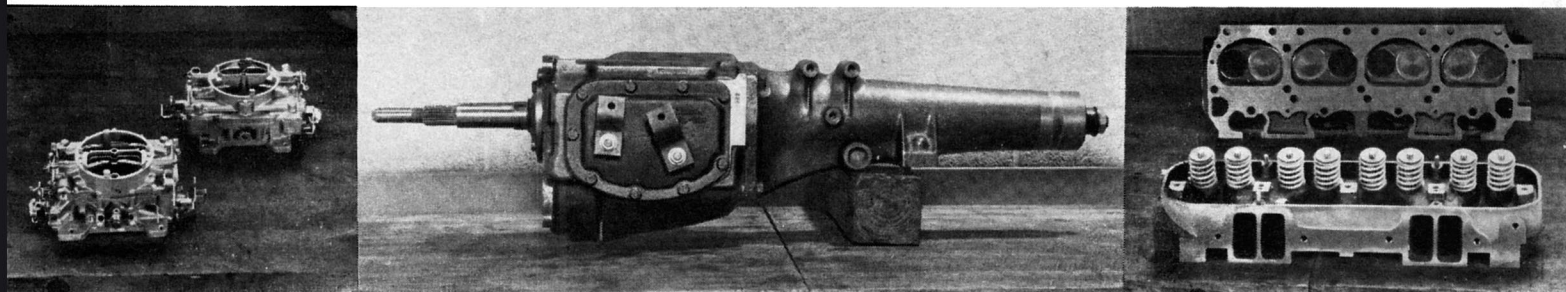


Special large dual exhaust system has 3-inch exhausts and 2-inch tailpipes. Special exhaust headers and Laker cutouts are standard. **Mechanical valve gear** has dual high-load springs and extra-heavy-duty retainers. **Special camshaft** is designed to run at speeds up to 6,500 r.p.m. **Short ram manifold** gives maximum output at high engine speeds, is the heart of the spirited Super Stock.

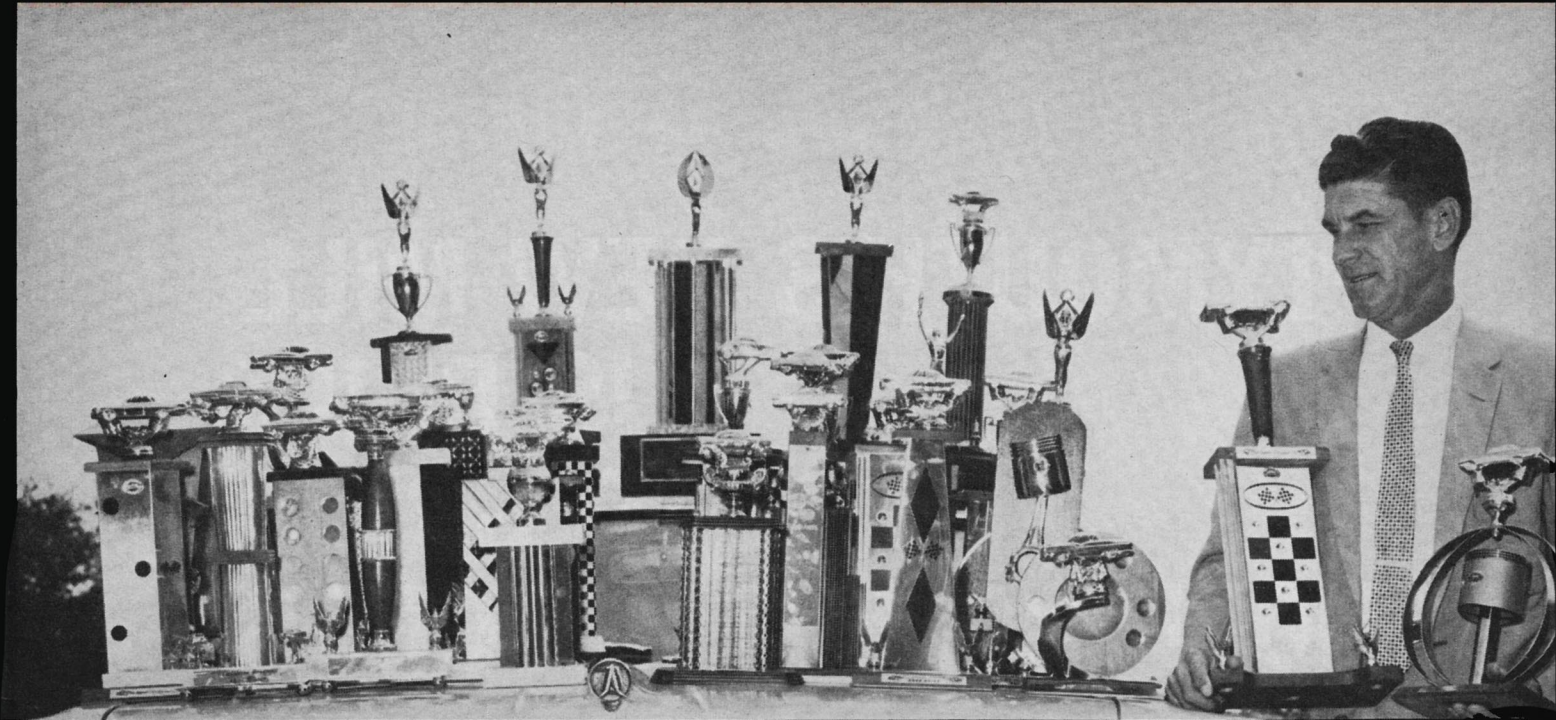
PLYMOUTH'S NEW MILL IS BUILT TO GRIND NOTHING BUT RECORDS

The Plymouth Super Stock 426 is a *born* trophy-taker. Built for strip and track competition only . . . *designed* to be a winner. It is the larger, faster, sturdier successor to the Plymouth Super Stock 413, the baby whose throaty voice of victory shouted down lesser plants in setting track

records on strips from coast to coast! Yes, the big winner now has a big brother . . . and the 426 can make every strip *your* track to Trophytown. Your Plymouth Dealer has all the details to get you on that winning track and keep you there! He also has the order blanks.



Dual 4-barrel carburetors with high-capacity un-silenced air cleaners are calibrated on the dynamometer for maximum power, with throttle blades set at precisely the proper angles. Governor set for 5,600 r.p.m. on the **heavy-duty automatic 3-speed transmission**, an extra-cost item. There are **new cylinder heads** with larger ports, streamlined intake valves, larger exhaust valves.

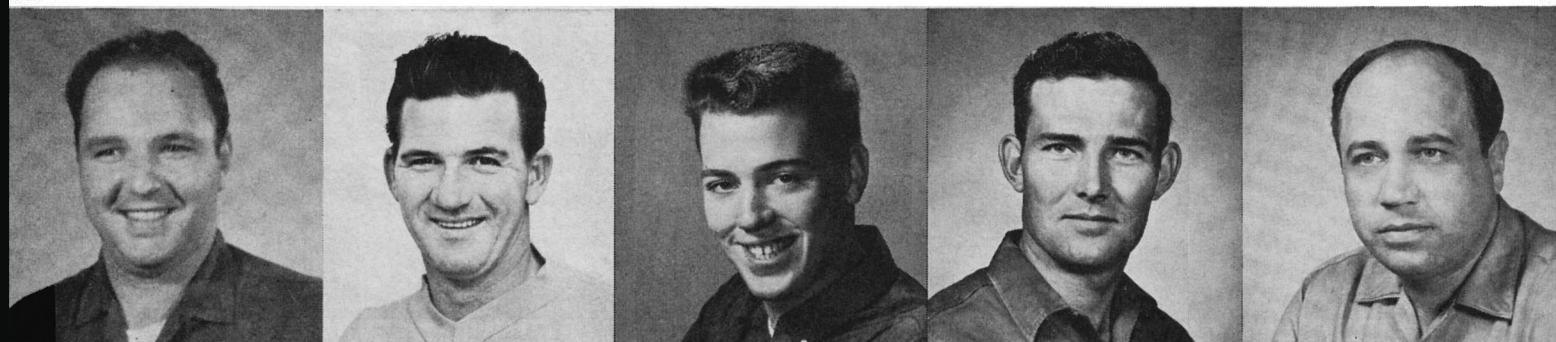


John Abraitis

John Abraitis, New Brunswick, N. J. Winner of 54 trophies, holder of 6 strip records: "The most fantastic stock car ever built by any manufacturer. What other car can you take as it comes off the assembly line and turn such times?"

Patrick Minick, Summit, Ill. Won 18 trophies, 10 Stock Eliminators, \$1,400 in prize money, and set 5 strip records. "In our opinion this car is unexcelled in its traction potential, horsepower output potential and handling characteristics."

Jack Sharkey, Matteson, Ill. In less than 3 months won 12 trophies and \$2,125 in prize money. "I find the Plymouth Super Stock engine the most durable and best performing made. It's really the car to beat at the drag strip."



Patrick Minick

Jack Sharkey

Bill Neill

Raefel Shields

Lou Furlong

Bill Neill, Philadelphia. Won 36 trophies and the Eastern Division NHRA championship. "After one run I was convinced. Never have I been in a car that performed like this one."

Raefel Shields, Dallas, Tex. Running both Super Stock 413 and 426, he won 22 trophies, set 4 strip records. "On Nov. 4, for Top Stock, I beat the car that won Top Stock at the AHRA championship."

Lou Furlong, North Canton, Ohio. Set 9 records and won 64 trophies: "I've been a Plymouth booster for years, and my car has been a terrific, consistent performer, and trouble-free."

PLYMOUTH SUPER STOCKS SET 122 STRIP RECORDS IN FIRST 6 MONTHS!

And they collected 636 trophies along the way! This is a compilation based on reports sent in after the Super Stocks first appeared by only 52 Plymouth Super Stock owners and drivers themselves. There are other Super Stock owners who hold other records and have collected still further trophies. (They win but don't write.) The average: over 2 records and 11 trophies for each owner.

Not bad. Some of these happy winners are pictured here. See what they have to say about the sound of Plymouth's new voice of victory. Then take a close look at *your* present equipment... and its performance record. If you'd like to join this select winners' circle... if you like trophies and records and the acclaim of victory... your Plymouth Dealer can show you how!

Robert Nance, Ringgold, Ga. His Super Stock has won 20 trophies and set 10 strip records. "I have been driving Plymouths since 1958. This is the hottest factory car on the market today."

Ed Robinson, Pasadena, Calif. He and co-driver Bill Hanyon have set 7 strip records and won 30 trophies. "Truly fantastic performance. Nothing can compare. I have been racing Plymouths since 1956 but nothing compared to the feeling you get from this one."

Ken Lutz, Columbus, Ohio. First time out, his Super Stock 426 won 2 trophies with record-breaking performance. "I have owned Chrysler products for the last 4 years, and I think they are the greatest."

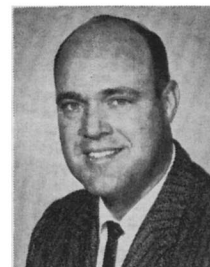
Charles Rehl, Newark, Ohio. Set a strip record for the first time out in his Super Stock 426. "The Plymouth Super Stock is a 'natural born' race car."

Wayne Harden, Jacksonville, Ark. Unbeaten in 5 times out, his Super Stock has set 2 strip records. "The first time we took this car out I said it would not be beaten in class competition, and it hasn't."



RAY BROCK REPORTS ON THE PLYMOUTH SUPER STOCK 426

(MR. BROCK IS TECHNICAL EDITOR OF HOT ROD MAGAZINE)



"If you like drag racing and are a poor loser, there's only one answer for you: Get a winner. We can recommend an excellent place to start. Plymouth."...

"We proved to our own satisfaction that the Super Stock 426 Plymouth has to be just about the hottest stock

car available. With some more break-in mileage, a little extra attention in the engine by a sharp mechanic, a lightweight exhaust system and a few other drag strip techniques, the car should be capable of even more impressive performance."...

"The TorqueFlite transmission for

use with the 426 is a beefed unit which has made quite a name for itself in the few short months since the 413's were introduced. This unit is capable of taking all the abuse heaped upon it by the Super Stock engine time after time without giving any trouble."