



After driving their "middleweight with heavyweight punch," it's hard to believe Chevy's out of racing!

350 HP CHEVELLE

BY GORDON CHITTENDEN

CCHEVELLE, now going into its second year of production, has been changed so little on the outside that it's impossible to tell at a glance a '65 model from a '64. Not that this is bad, for when introduced last year, the Chevelle had what was perhaps one of the best designs offered on any Chevrolet model. The full-size Chevrolet had the same basic design that it has had since '62, with only minor changes. The '64 Corvair and Chevy II, were still unchanged.

The '64 Chevelle had as its top

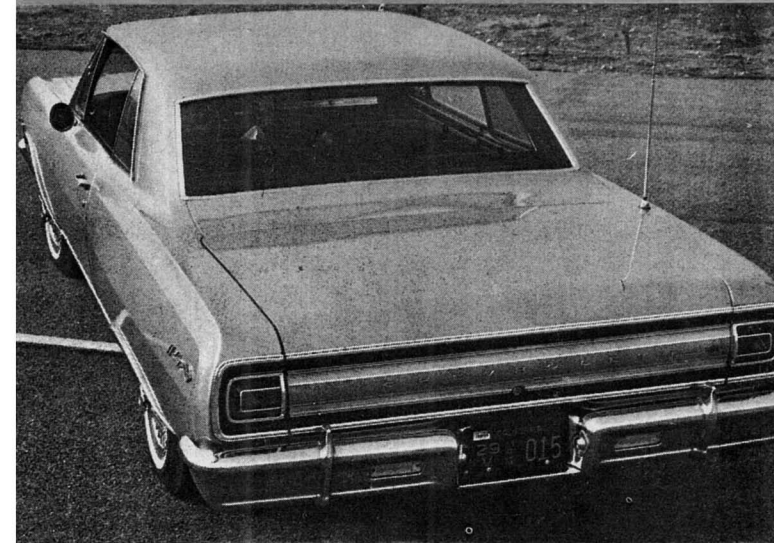
horsepower engine the well-proven 283 cubic inch V-8 OHV of its parent line, and with a 9.25:1 compression ratio and 4-bbl. carburetor, it was rated at 220 hp @ 4800.

The suspension on the '65 version is, as was the original, full coil all the way around, except for a larger upper control arm bushing which helps achieve a quieter ride. On the Super Sport models heavy-duty shocks and firmer springs add up to a better handling car.

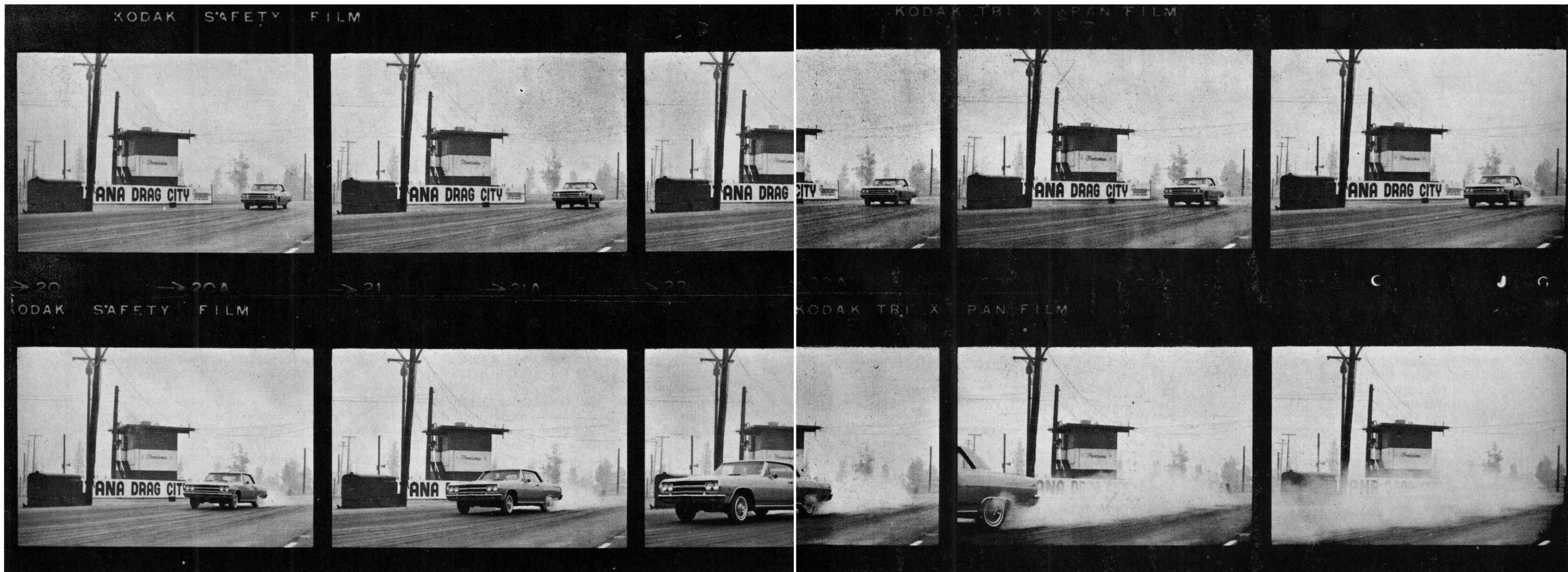
An all-steel Girder-Guard frame

is the backbone of the Chevelle, and its welded torque-box design gives the car rigidity yet keeps its weight down.

What is really new for the '65 Chevelle, however, is in the engine compartment. The present top-line engine is the new 327 cubic inch Corvette 350 hp job. This engine has a hydraulic lifter cam and a Holley 4-bbl. carburetor. The engine was originally used in the '65 Sting Ray. It is an extremely smooth push-rod V-8 and the power in its stock



Clean sensible styling and just right overall dimensions account for the Chevelle's popularity. A wide choice of engine, transmission and suspension goodies means that the new Chevelle can be tailored for the street, strip or both. A motor drive set-up allowed Gordon to track the 350 hp Chevelle out of the chute. The right gears and a good Positraction rear are a must on this "honker." Test was run at the new Fontana Drag City strip.



Plush buckets, retractable seat belts and a new tilting race-type steering wheel give the Chevelle a luxurious appearance. Seating is comfortable and all around vision is very good.

CHEVELLE

form will light off the rear tires enough to be more than impressive.

Just short by 15 hp of the semi-racing 365 hp version, the new engine will find more than enough power to make the Chevelle competitive. The new 350 puts out 1.072 horses per cubic inch as opposed to its top of .078 BHP per cubic inch when first introduced last year.

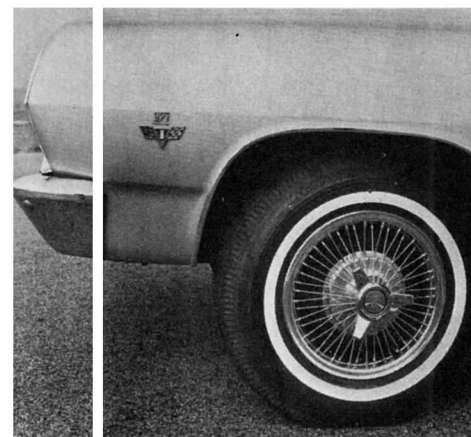
How does the new Chevelle handle the added power? Not too well, sad to say. The car has a definite nose-heavy feel, and even with the optional HD suspension, it seemed that the rear would lift on turns and walk. The test car was further handicapped by the lack of a Positraction rear end; and Royal tires, their ads notwithstanding do absolutely nothing for road manners.

Thus the Chevelle is a ball to drive in normal use, is very easy to lug in fourth gear and pulled away without complaint when pressed; and since there is nothing on the outside to say that it's a 350 hp in place of the standard 300 327 cubic inch version, it was a delight in stoplight dragging against other unsuspecting Chevilles.

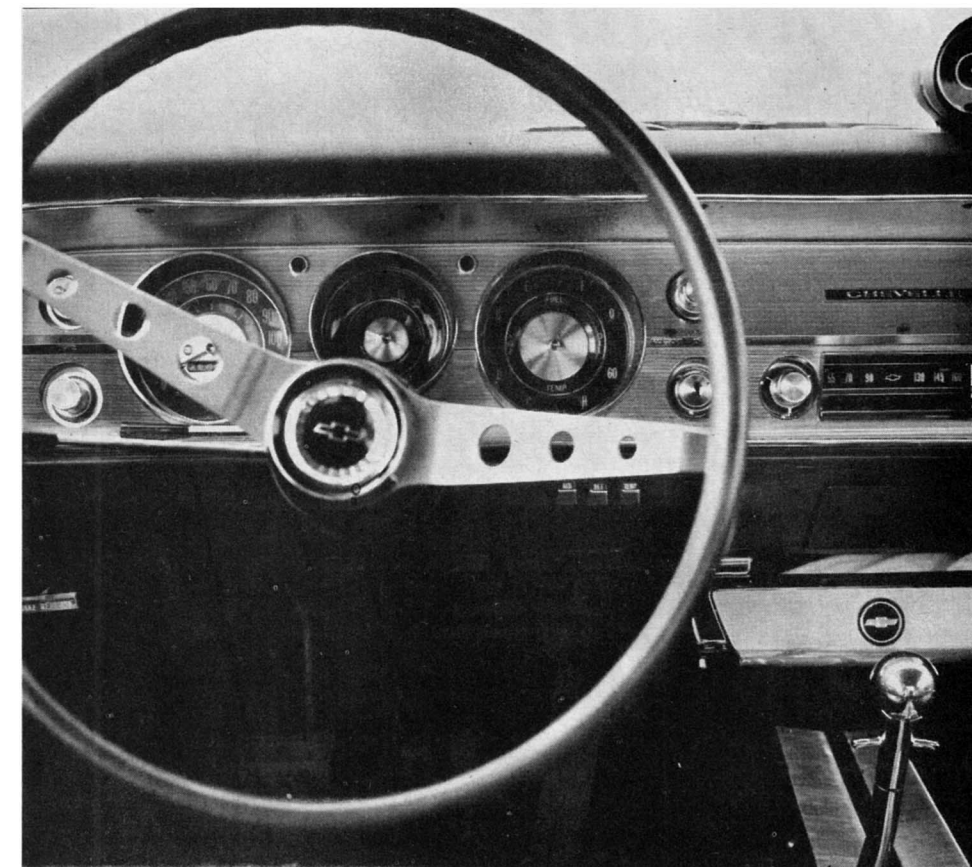
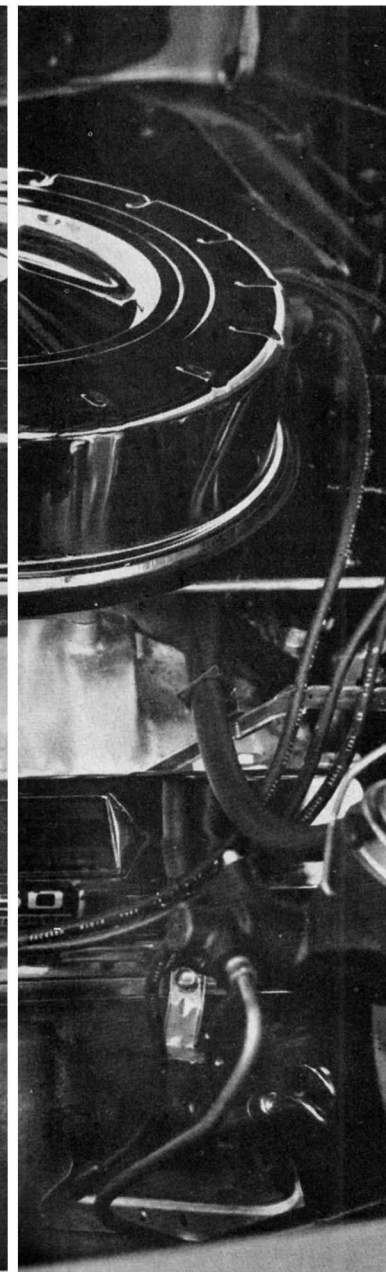
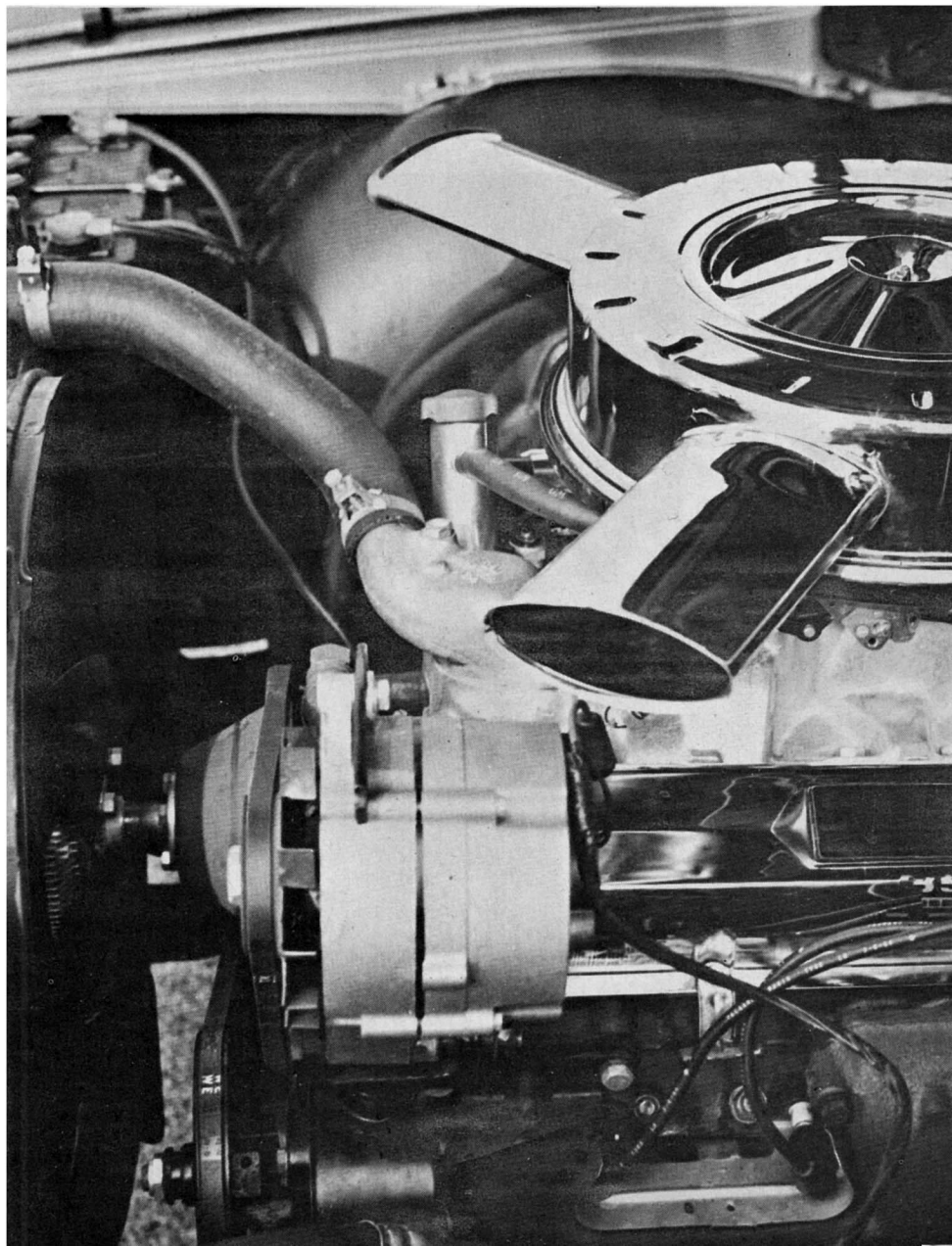
However, the moment of truth came at the test strip, when because of the stock tires and lack of a Positraction, impressive times were impossible. All attempts to get a decent start under power resulted in unbelievable tire smoke. The best ET was gained by easy-does-it on the clutch—out at about 2,000 rpm, get rolling and then stand on it, although generally this too resulted in a complete break-away of the rear end. Once clear however, things happened fast, and when one managed to get all four wheels pointed in the same direction the power came on strong.

Performance figures show what the car can do, and when a Positraction is fitted and decent tires mounted, times should be considerably better. These figures give an idea of the cars performance: 40 to 60 mph, Third
(Continued on page 75)

Hydraulic lifter 350 hp mill is topped off by a low-profile Holley quad with a special chromed air filter. Compression ratio is a full 11 to 1; torque is 360 ft. lbs.



Stock 327 ornamentation is used on 350 hp models to preserve that "stock" image. It's a real Q-boat! Stock Royal tires leave a lot to be desired as far as performance goes.



Specifications:
 Type: two-door hardtop coupe
 Engine: V-8 OHV
 Displacement: 327 cubic inches
 Power: 350 HP @ 5,800 RPM
 Torque: 360 foot lbs. @ 3,600 RPM
 Weight (dry): 2,850 lbs.
 Carb: single low profile four-bbl Holley
 Compression Ratio: 11 to 1
 Tire size: 7.45 x 14
 Transmission: 4 -speed, fully synchro (Muncie) 2.56 to 1 Low gear
 Final drive ratio: 3.70 to 1
 Length overall: 196.6 inches
 Width overall: 74.6 inches
 Wheelbase: 115 inches
 Steering ratio: four turns lock to lock

Fully instrumented dash boasts a centrally-located tach. Night lighting is very good, but the sun had a nasty habit of reflecting off the plastic instrument faces. Console-mounted stick has standard Chevy reverse lockout and shift pattern. All synchro transmission is Chevy's own Muncie unit with a 2.56 to 1 First gear.

much of the grit can settle on the piston skirts.)

There is little point in balancing the engine, for the factory does a better job than most outside shops. Ignition is timed for 30 degrees during initial break-in, then kept at 32, with a 34 degree maximum not to be exceeded. Plugs are Champion N60Y's or AG 12's. One handy modification is to grind out a little more wrench space for the cylinder head nuts, tightened from inside the tappet valley. Cylinders should be honed for quick ring seating and to clearance the pistons.

Among the transmission changes is the elimination of the parking pawl and the rear oil pump. The valve body comes through reworked for instant shifts, and the bands are extra wide. The bands should be broken in gently, and one turn of adjustment is the limit. Gone is last year's external filter for racing applications. The racing boys found out that the stock Dodge filter pad is pretty good after all.

What will the car do? Well, for one thing, it's going to win Bud Faubel a lot of trophies. If you want some trophies of your own, better look into those hot Dodges.

CHEVELLE, continued

gear, 3.1 seconds; 50 to 70 mph, Third gear, 3.5 seconds; Fourth gear, 5.9 seconds; 60 to 80 mph, Fourth gear; 5.5 seconds, and 70 to 90 mph in Fourth gear jumps up in 4.7 seconds.

Zero to 60 times and the SS 1/4 mile, however, are something else, the best 1/4 mile ET was 16.0 flat and 90 mph. Again the 0-60 times were disappointingly slow, 7.6 being the best, and both the SS 1/4 & 0-60 times were handicapped by the excessive amount of wheelspin. A good 1 1/2 to 2 seconds were lost trying to get out of the hole.

The power train of the 350 hp Chevelle is a well-proven unit, the basic 327 cubic inch Chevrolet engine with a bore and stroke of 4.00 x 3.25 inches uses a special Holley four-bbl with hydraulic lifters and 11:1 compression ratio. The transmission is the new Muncie 4-speed with a 2.56:1 First gear. Clutch on the 327 inch engine is a semi-centrifugal HD unit and showed no signs of complaint in acceleration tests. A Delcotron generator is used, as is a variable pitch fan for low hp loss. Overall steering ratio is 20.4:1 on the power steering version, and 28:1 on the non-power version.

The test car was fitted with the

new tilting steering wheel, but it did not offer any fore and aft movement as on the Sting Ray or Corvair.

Vision is good all around from the driver's seat in the Chevelle, and the car, outside of a rear-end suspension walk in high speed turns, was pleasant to drive.

All instruments in the SS version are placed in front of the driver. However, the use of plastic covers on the dials made reading them a problem when the sun was coming from behind as they glared very badly. Night vision lighting on the instruments was very good.

The instruments could be improved considerably by the choice of different color combinations such as plain white numbers on flat black faces, but try to tell the styling division that! Priced between the full sized Chevrolet, and above the Chevy II, the Chevelle offers a challenge to the GTO market for less money, but needs some fine tuning in the power-to-wheel range to be competitive.

Speed equipment for the 327 Chevy is endless, and where the factory leaves off, the speed shops start. So the Chevelle will find a ready home in the Modified Production classes, but might be hard put to run in A/S.

MOPAR WEDGE, continued

mounted on a Weiand magnesium manifold. An 18 percent overdrive (34 tooth top pulley, 40 tooth bottom pulley) magnesium blower drive completes the package.

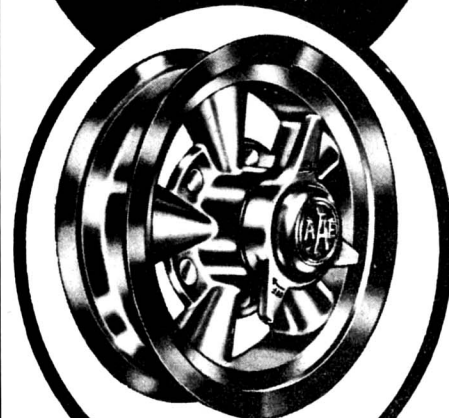
Horsepower Engineering two-inch headers with four-inch dumps and Hilborn scoop-injectors handle all breathing chores for this 480 cubic inch "B-bomb."

The grandfather of the stormin' B's, Norm Thatcher, probably has more experience with big-inch "B" blocks than Isky has with cams! Each year he invades the Bonneville Salt Flats with a team of MoPars and a truck load of various displacement engines. Most records have been set with Dodges, but most recently he has taken up with Plymouth. He recently broke the 200 mph barrier with a much-modified Plymouth hemi.

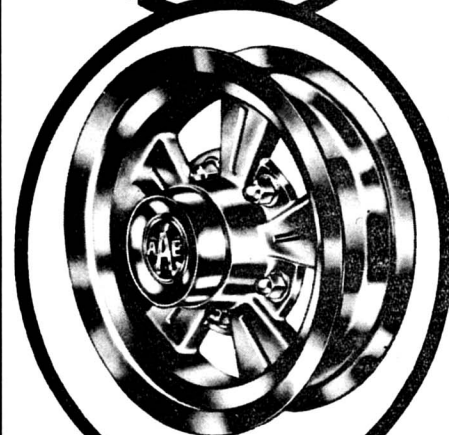
In 1962, Thatcher campaigned a trio of hot "B's" based on the potent 413 cubic inch Ramcharger block. The mildest of "Thatcher's Terrors" was the 433 cube unblown engine. It ran a stock stroke and a 1/16-inch over-size bore for a grand total of 433 cubic inches. Internal action was by a stock, but chromed, Dodge crank with standard Dodge bearings,

Ansen Custom Wheels

A ONE-PIECE
PERMANENT MOLD CASTING
STRONGER THAN STEEL
LIGHTER THAN MAG.



APOLLO
ROUND SPOKE



ARROW
FLAT SPOKE

32 Distinctive Spoke & Wheel Combinations

Possible — WITH ONE WHEEL! •

Both fit 5-lug bolt pattern — 14 & 15" Standard bolt or true Knock-off styles

• Individually registered Serial Numbers • Guaranteed not to need tubes, NO welding — No rivets — NOT a die or sand casting. NO special balance weights • APPROVED FOR STRIP BY ALL RACING ASSOC.

Before you buy wheels — Investigate! Send for Ansen's FREE brochure on 1 & 2-piece wheels. GET THE REAL FACTS! ANSEN Catalog — Over 100 Pages! \$1.00 (Refundable on first \$10.00 pur.) FREE Decals & Key Chain with each Catalog

13715-W SOUTH WESTERN AVE.
GARDENA, CALIFORNIA • FA 1-5474

CALIF SPEED & SPORT
298 Jersey Ave.
New Brunswick, N.J.
KI 5-0311

F & M AUTO PARTS
1729 Federal Blvd.
Denver 4, Colo.
GL 5-7309