



## **Announcing the Hemi 426 Plymouth Belvedere**

**Now what this country needs  
is a dragstrip with a couple of  
good hairpin curves.**

The Hemi-powered Plymouth Belvedere: a high-performance 426-cubic-inch hemispherical-head V-8. Dual four-barrel carbs. Dual-breaker distributor. High-lift, high-overlap cam. Special plugs, pistons and double valve springs. Low back pressure dual exhaust

system. Blue Streak Special tires. Wide-rim wheels. Oversize front torsion bars. Sway bar. Added-leaf, high-rate rear springs. Firm-Ride shocks.

And every Belvedere Satellite has: Front bucket seats. Center console with glove box. Deep-pile carpeting.

Padded instrument panel. Safety-Rim wheels. 3-speed automatic or 4-on-the-floor stick, optional.

Like an iron fist in a velvet glove, the Hemi 426 Plymouth Belvedere.

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**Power play.**

## **The new 1966 Plymouth Satellite.**

This year, you need a quick eye. Satellite is the newest, hottest Plymouth for '66.

The body is all new. The hypothesis, simplicity. And, look, it worked. Beautifully. Available in hardtop or convertible, Satellite is the top of the Plymouth Belvedere line.

First off, a standard 273-cubic-

inch V-8. Then we let loose with a fistful of optional V-8s.

Transmissions: 3-speed manual, optional 3-speed automatic or manual 4-on-the-floor.

Front bucket seats. Center console with glove box. Special wheel covers with spinner hubs. Deep-pile carpeting. Safety door handles.

Padded instrument panel. Windshield washer. Safety-Rim wheels. Curved side windows. And unitized body construction. It's all standard equipment.

Satellite is making tracks in hot-car country. We give you fair warning: With the Plymouth Satellite, something big has come to pass.

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**Let yourself go... *Plymouth***

VIP FURY BELVEDERE VALIANT BARRACUDA





**Stick a paper clip on the flywheel  
and our balancing rig will tell you where it is.**

Really. Most other balancing rigs bolt the engine down. Then the test stand usually amplifies or interferes with the engine vibration.

We hang our Hemi engines on a cable and run them so they're free to float (and shake). We detect imbalance with two miniature pick-ups on the front and rear of the engine. They show the exact location and strength of any imbalance.

After that it's pretty easy to add or remove metal in the exact spot



to make the engine dead true. This is a lot of work to go to for a production engine. But it's typical of the way we feel about our cars—the '66 Plymouths.

If you feel that way about great machines (particularly the hot ones), see your Plymouth Dealer and have him show you what we've done to make good-looking cars good movers.

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**Here, actual size, is a valve from our Hemi Belvedere.  
It's open 276 degrees every cycle.**

You can see why the 1966 Plymouth Belvedere with the 426 Hemi package comes on so strong. You just can't breathe an engine much deeper than with that 2¼-inch diameter intake valve.

And you can't get much better handling than the Hemi package gives you. Heavy-duty springs, torsion bars, shocks and sway-bar. Big brakes (11" x 3" fronts, 11" x 2½" rears), wide-base wheels, Blue Streak tires and either a fully-synchromed 4-speed manual or, optionally, the beefed-up, fast-

shifting TorqueFlite automatic transmission. Front bucket seats, center console and deep-pile carpeting are standard equipment on all Belvedere Satellites.

And so is a complete package of safety features—including front and rear seat belts, padded instrument panel and sun visors, outside rearview mirror and back-up lights.

The 1966 Plymouth Belvedere with the Hemi engine package, the best looking tiger trap in town.



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# Plymouth has been pulling some fast ones.

Or more accurately, specially equipped Plymouths, and some pretty good drivers have been really romping the last 12 months.

## **Plymouth, USAC Champ**

Norm Nelson's and Paul Goldsmith's Hemi-Powered Belvederes wrapped up both 1st and 2nd place in the '65 USAC Stock Car Championship. (Jim Hurtubise's Plymouth was in 4th place, point standing.)



## **NASCAR: 13 starts—6 records**

And Richard Petty. Although the Hemi-Powered Belvedere didn't run until July (then only on short tracks), Petty still racked up some fine finishes. Out of 13 starts, he took four 1sts, four 2nds and two 3rds. And qualified on the pole seven times... six of them with a new qualifying lap record. With this warmup, and NASCAR '66 rules allowing Hemi-Powered Plymouth Belvederes on the big tracks, watch out for Plymouth at Daytona.

## **NHRA's 11 Top Stockers**

At the NHRA Winternationals the only cars to qualify for Top Stock Eliminator were 11 Plymouths! And Plymouth took nine class wins as well.

## **SCCA: 2 championships!**

In the sports car world, Scott Harvey's Plymouth Barracuda carried him to his second consecutive Sedan-Class National Champion-



ship in SCCA road racing. While Dennis and Sally Koelmel drove their Plymouth Barracuda to the



SCCA National Rally Championship.

## **USAC-FIA world's record**

And, in case you're interested in '66, there's the Bonneville record run made by a '66 Plymouth Belvedere. The Hemi-Powered Belvedere, completely showroom stock except for tires and pipes (and a healthy roll cage), made a USAC-FIA timed and sanctioned two-way flying mile run to average 156.35 mph for a new record in Class B, American closed stock cars.

Which about sums up Plymouth's winning ways to date. Oh yes, in



addition to our hot performers we do make a variety of economy and luxury cars in all lines—like VIP, Fury, Belvedere, Valiant and Barracuda.

So go to your Plymouth Dealer's and ask him to show you the '66s. It's worth the trip.





## Sunday Driver.

Richard Petty does his most spectacular driving on Sunday afternoons. Since the '66 NASCAR season opened, Petty and his Hemi-engined Plymouth Belvedere have rewritten the qualifying lap records on just about every track in the Grand National circuit. And first place in this year's Daytona "500" went to Petty with an all-time race record average of 160.625 mph. Of course, Petty's Hemi Belvedere isn't for sale at your Plymouth Dealer's... even if you wanted one. It was built just for racing.

But Petty races a Plymouth for a lot of the same reasons so many people buy the production version of the Plymouth. Things like torsion-bar front suspension,

Asymmetrical rear springs. And a complete package of safety features like safety door handles... all standard equipment. And options like disc brakes, heavy-duty suspension, limited-slip differential and a choice of engines on up to the street version of the 426 Hemi. And the same history of reliability that makes the race car a winner. So see your Plymouth Dealer and check out one of the '66 Plymouths... they're winners Monday through Saturday too.

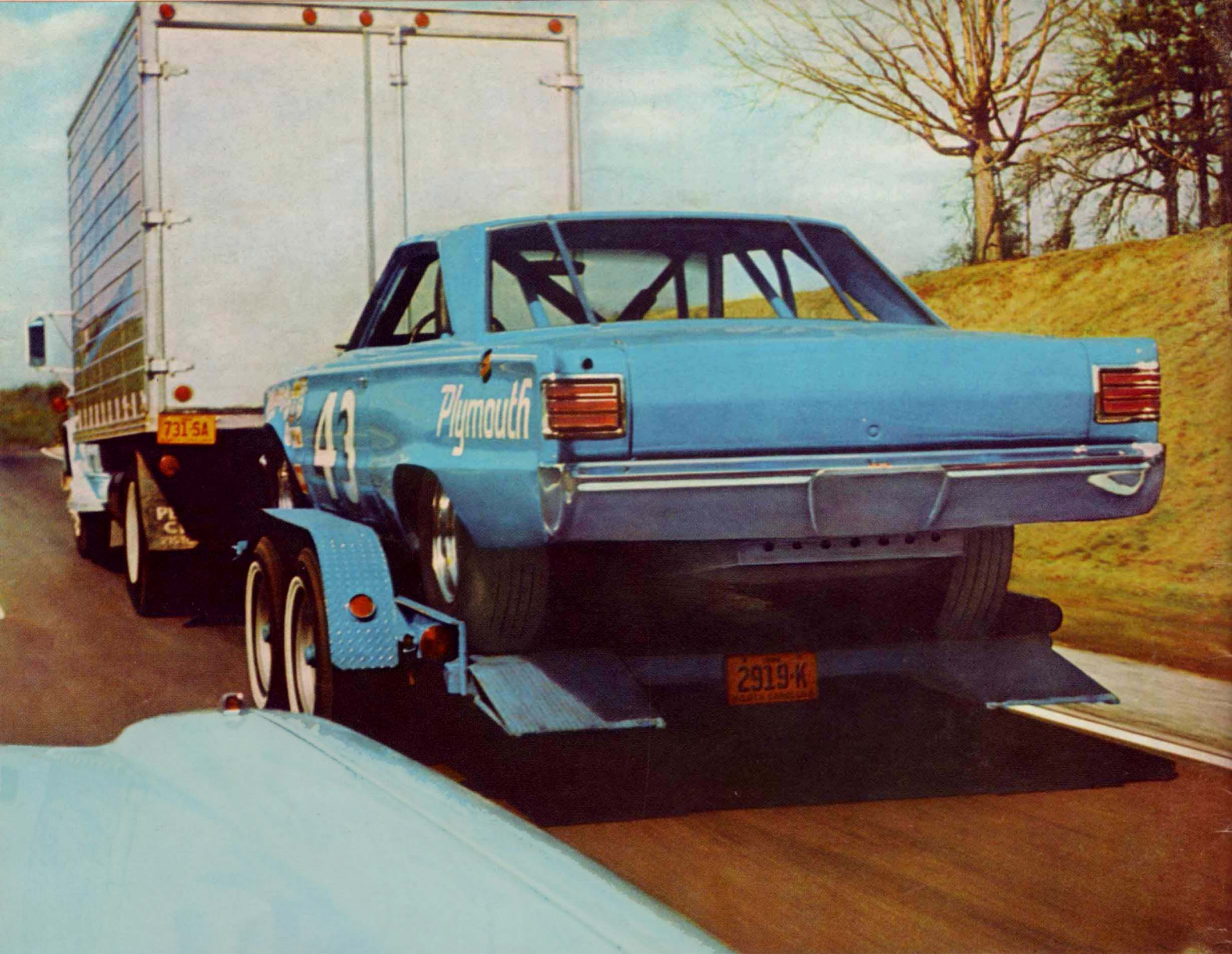
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## **The only chance you'll get to pass Richard Petty's Hemi!**

Small wonder, what with its high-performance 426-cubic-inch hemispherical-head V-8. Plymouth Belvedere . . . a beautiful piece of hairy machinery! Everything about the Hemi package is designed to move you out, fast. Like four-barrel carbs. Dual-breaker distributor. High-lift, high-overlap cam. Special plugs, pistons and double valve springs. Low-back-pressure, dual-exhaust system. Special Blue Streak tires. Wide-base, Safety-Rim wheels. Oversize front torsion bars. Sway bar.

Added-leaf, high-rate rear springs. And heavy-duty shocks. For performance stops, optional front-wheel disc brakes. Now that we've told you what goes into making a Hemi-powered Plymouth such a great winner, we'll tell you what it takes to beat one. Another Hemi-powered Plymouth.

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