



We're big on volumetric efficiency.

That way, our engines stay out front. Along with our cars.

Take the Plymouth Belvedere Satellite above, with its high-performance Plymouth Commando 426 wedge-head V-8. That power plant is the street version of our competition-designed 426 Hemi engine, which holds more records than our competitors care to count.

The Plymouth Satellite's Commando 426 V-8 has high-performance valve springs, cam, pistons and plugs.

Hydraulic tappets, dual breaker distributor, nonsilenced air cleaner, dual exhausts, heavy-duty clutch. And 365 horsepower.

Choose: Satellite hardtop or Satellite convertible. Axles to your driving tastes. Standard engine: 273-cu.-in. V-8. Optional V-8's: The 318-, 361-, the 383-cubic-inchers. And, say we immodestly, the optional high-performance Plymouth Commando 426 V-8.

Standard on the Belvedere Satellite are front bucket seats, center console with glove box, Safety-Rim wheels, custom wheel covers with spinner hubs, torsion-bar suspension.

Volumetric efficiency. You can research that one further.

Or you can just tool on down to where they're giving free Plymouth Satellite rides. That one's a little easier to find.

THE ROARING '65s
FURY
BELVEDERE
VALIANT
BARRACUDA

Plymouth

PLYMOUTH DIVISION



CHRYSLER
MOTORS CORPORATION



**Torque, 470 lb.-ft. at 3200 rpm.
Not exactly sulky.**

For a street machine, Plymouth Belvedere Satellite's acceleration curve reads like something out of a science fiction magazine. But our optional "Plymouth Commando 426" V-8 is no fiction. Witness: A single four-barrel carb. High-performance cam, valve springs, pistons

and plugs. Hydraulic tappets. Dual breaker distributor. Special fan and fan shroud. Dual exhausts. Total: 365 horsepower. Just for the record, Satellite offers some less aggressive optional V-8's in 318-, 361- and 383-cu.-in. varieties. A 273-cu.-in. V-8 is standard.

Other standard equipment: Front bucket seats. Center console with glove box. Safety-Rim wheels. Custom wheel covers with spinner hubs. You get the idea. Now get moving.

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PLYMOUTH DIVISION  **CHRYSLER**
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Plymouth



**This is a status symbol.
Among people who get excited about
things like thermal efficiency,
induced turbulence and the flame front.**

Plymouth Belvedere Satellites turn up in the strangest hands. Like in the hands of people who will talk your head off over the finer points of cylinder head design. If that's your kind of language—read on.

The Belvedere Satellite weighs in at 3370 lbs. Think about what happens to its power-to-weight ratio as we bolt on successively brawnier and brawnier power plants. Standard V-8: 273-cu.-in. (180 hp.). Optional V-8s:

318-cu.-in. (230 hp.), 361-cu.-in. (265 hp.), 383-cu.-in. (270 and 330 hp.), and then . . .

Our 426-incher. The Plymouth Commando 426 V-8. 365 hp. This is the wedge-head, street version of our 426 Hemi competition engine that's been making and breaking worldwide dragstrip records. Behind those 365 hp. are high performance valve springs, cam, pistons and plugs. Hydraulic tappets, dual breaker distributor, unsilenced air cleaner

and dual exhausts.

There are two basic Satellites. Convertible or 2-door hardtop. These features are standard on both: Front bucket seats, center console with glove box, nylon-blend carpeting, custom wheel covers with spinner hubs, torsion-bar suspension.

Plymouth Satellite's a decidedly undemocratic machine. Power-hungry people are the ones it really goes for.

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This Plymouth idles at 30 mph.

The '64 "Melrose Missile" and its driver went hauling to Top Stock Eliminator at NHRA's 1964 Winternationals. And the new 1965 "Missile" (shown above) is presently making mincemeat of last year's records.

The 426 Hemi is at the heart of the matter, of course.

If last year's Plymouth Super Commando 426 Hemi was a full house, then this year's is a

straight flush. The '65 Hemi has been improved. It has a magnesium intake manifold. Aluminum cylinder heads. More chrome on the valve stems. A longer duration camshaft. Aluminum oil pump. Valve relief in the pistons. And a roller type timing chain for increased durability.

Our engineering staff's bulletin reads: "The Plymouth Super Commando 426 is designed to be

run in supervised, sanctioned competitive events." With twin four-barrel carbs, ram-tuned intake manifold, non-silenced air cleaner and equal-length streamlined tubing exhaust headers—this is the engine to beat.

If you can't beat us, join us. It's an ancient tactic, but it wins trophies.

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Plymouth



**Uh-huh, it's a Plymouth all right.
You can tell by the blur.**

And by the wailin' e.t.'s, Plymouth Belvedere A/FXers are knocking big chunks out of the 10-and-under barrier. Ronnie Sox and his A/FX Plymouth have hit as low as 9.91, with a top speed of 139 mph.

Over in SS/A, Plymouths are slicing through the traps in the low 11's. Fenner Tubbs, shown above, took Formula 1 SS/A Class Championship at AHRA's Winternationals with an e.t. of 11.36.

A week later, Bill Jenkins in the "Black Arrow" Plymouth took Top Stock Eliminator at NHRA's Winternationals. At Carlsbad Dragway on February 14, the "Black Arrow" turned 11.18, beating its own Winternationals time by .21 sec.

There's a lot more than willpower behind all this.

We have the engine. The Plymouth Super Commando 426 Hemi.

Twin four-barrel carbs. Ram-tuned intake manifold. Non-silenced air cleaner. Equal length tubing exhaust headers. This engine is designed and engineered specifically for competitive events—and this is the engine to beat.

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