

Plymouth



There are two kinds of Those that do

On the left you see one of Plymouth's super-tough 1971 'Cudas. A 340 cubic inch.

We recommend the 'Cuda 340 for those of you who tend to prefer the merits of a lightweight, high-winding engine . . . for those of you who are well aware that Swede Savage is not a Swede . . . and for those of you who just simply won't be happy with anything less than a for-real sporty car.

Like all 'Cudas, the 'Cuda 340 possesses an in-

credibly well engineered underside. ('Cudas carry virtually the same brawny chassis setup as our intermediate-size Supercars.)

Heavy-duty torsion bars, rear shock absorbers, rear springs, ball joints, front and rear anti-sway bars and brakes all come standard.

Now then, for you hard core straight-liners out there, there's the car on the right, and its legendary engine to consider—the Hemi-'Cuda.



Barracudas in this world. ...and those that really do.

Hemi-'Cudas come with *extra-heavy-duty* (what else) torsion bars, shock absorbers, rear springs and rear axle. As do our 440 6-barrel 'Cudas.

There is, of course, another way to go.

You can order a 1971 Barracuda and the good stuff (like fat tires, trick wheels and heavy-duty suspension) with a 225 cubic inch Six! Or 318 V-8. Or the 383 2-barrel V-8 engine.

So, in other words, you can order a 'Cuda from

the Rapid Transit System—or its first cousin from our stable of Barracudas.

For some time now, Plymouth has offered the car enthusiasts of this country the most comprehensive selection of high-performance cars available.

And we still do.

The Rapid Transit System. Coming through.