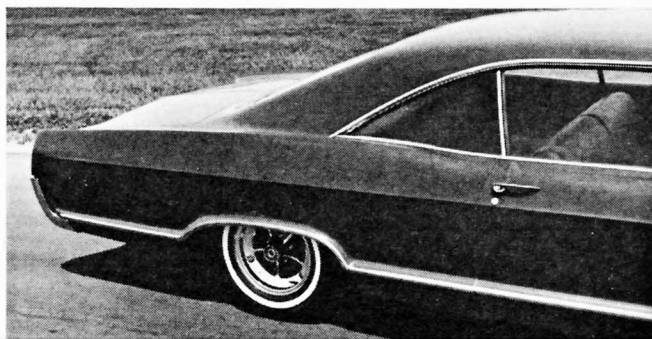


# The Striking '65s



**REAR FENDER** line kick-up proved to be popular Riviera touch and now has been carried throughout the Buick larger series cars.



**SMOOTH BLEND** of roof into rear deck is detailed here on Wildcat. Such styling treatment contributes to the massive, heavy rear-end look.

## Buick Wildcat

**B**UICK STYLISTS weren't about to mess up a good thing when it came time to lay down the lines of the '65s in ink. Though bodies are new, rather than merely face-lifted, and new chassis are underneath, the appearance of the larger Buicks reflects only evolutionary change.

The exception to this is a special "fastback" body for the Wildcat series, with a roofline unlike anything in the recent Buick inventory. The roof flows smoothly down the widening slope to the rear deck, where it flares gently into the rear contours. As with all Wildcats, this model shares the 3-in. longer wheelbase and wider body dimensions.

Adding to the excitement is Buick's

muscular 401-cu. in. engine, which in standard form develops 325 bhp at 4400 rpm. Those buyers who really want to light a match to this 'Cat's tail can order the bored-out 425 version, generating 340 bhp with single 4-barrel, 360 bhp with dual AFBs. Though the 3-speed manual transmission is standard equipment, Buick's excellent 3-speed automatic—now with switch-pitch torque converter vanes—is an option. The Muncie-built 4-speed manual transmission (2.20 series gears) with Hurst linkage is still available for the gear-shifting enthusiast.

Standard rear axle ratios are 3.42:1 with manual transmissions, 3.07 with

automatic. Low profile 8.45-15 tires are standard but optional 8.75s can be fitted as can optional stamped steel wheels (styled steel, as it is known) which Buick pioneered.

Buick engineers haven't neglected the handling, with some of the firmest spring rates of any of the larger cars and an overall steering ratio (18.5:1) which is among the quickest. Curb weight (4251 lb.) is distributed 54/46%, front and rear, and a 0.781-in. anti-roll bar at the front contributes to better cornering power.

The Wildcat's dual exhaust system has 30% less back pressure than the previous version and, along with the other larger series cars, fuel tank capacity has been increased and cross-flow radiators are fitted to improve efficiency and lower the hoodline.

**LONGER WHEELBASE** and wider tread are features of the new Wildcat, though new body reflects only evolutionary changes in major lines and sheet metal components. Optional wheels are "styled steel" and quite popular.

