



BUILT ON the Custom 880 chassis, the Dodge Monaco is the top-line model and is available only as a 2-door hardtop. Styling is all new for '65.

Dodge Monaco

UNTIL NOW, the Dodge 880 has been something of a riddle to buyers, who couldn't figure quite where to place it, and to sellers, who were unable to explain it. The obvious fact that it was a Chrysler Newport in Dodge guise seemed to cause much of the confusion it should have clarified. Mercifully, nobody wanted to say much about the situation.

The bulkier Polara, using Chrysler's new C body this year, proved a way out. The 880 is called the Custom 880 and is a dressier version of the Polara. And the dressiest Custom 880 is a 2-door hardtop

to be known as the Monaco. While the sporting motif is in evidence, much of the brute virility which characterizes the Polara has been toned down in deference to the gentilities of the 880 customer.

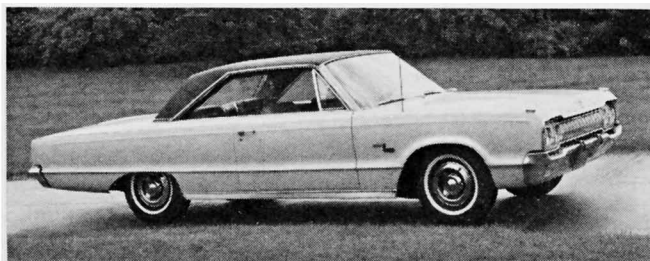
The all-vinyl seating is, as stylists call it, "personalized" with four individual buckets separated by a full-length center console. But backs of the front seats and door trim sections display quaint wicker panels. A tachometer is fitted, but it lives at the toeboard end of the console. The shift lever, a storage bin and rear seat ash tray are arrayed Indian-file toward the rear. Floors and lower side

panels are covered with deep-pile nylon carpeting.

Standard motivation is the 4-barrel-equipped 383-cu. in. V-8 developing 315 bhp, but the 413-cu. in./340 bhp or the 426/365 (wedge head) are optional. Transmission options are 3-speed or 4-speed manual (with 3.23:1 axle ratio) or 3-speed automatic (2.76:1). Tires are lower profile 8.25-14s on 5.5-in. rims.

Unitized construction continues with the new Monaco (nee Polara) bodies, despite the proliferating perimeter frame and all-coil suspension, with a bolt-on stub underframe at the front to carry engine and suspension components. This frame has a crossmember at its rear to carry the torsion bar springs, fully isolated by a rubber sandwich to reduce road noise and vibration.

WICKER TRIM panels mark the interior of the new Monaco.



CUSTOM 880 hardtop shares the same body with the Monaco but differs in exterior, interior trim.

