

CAR CRAFT

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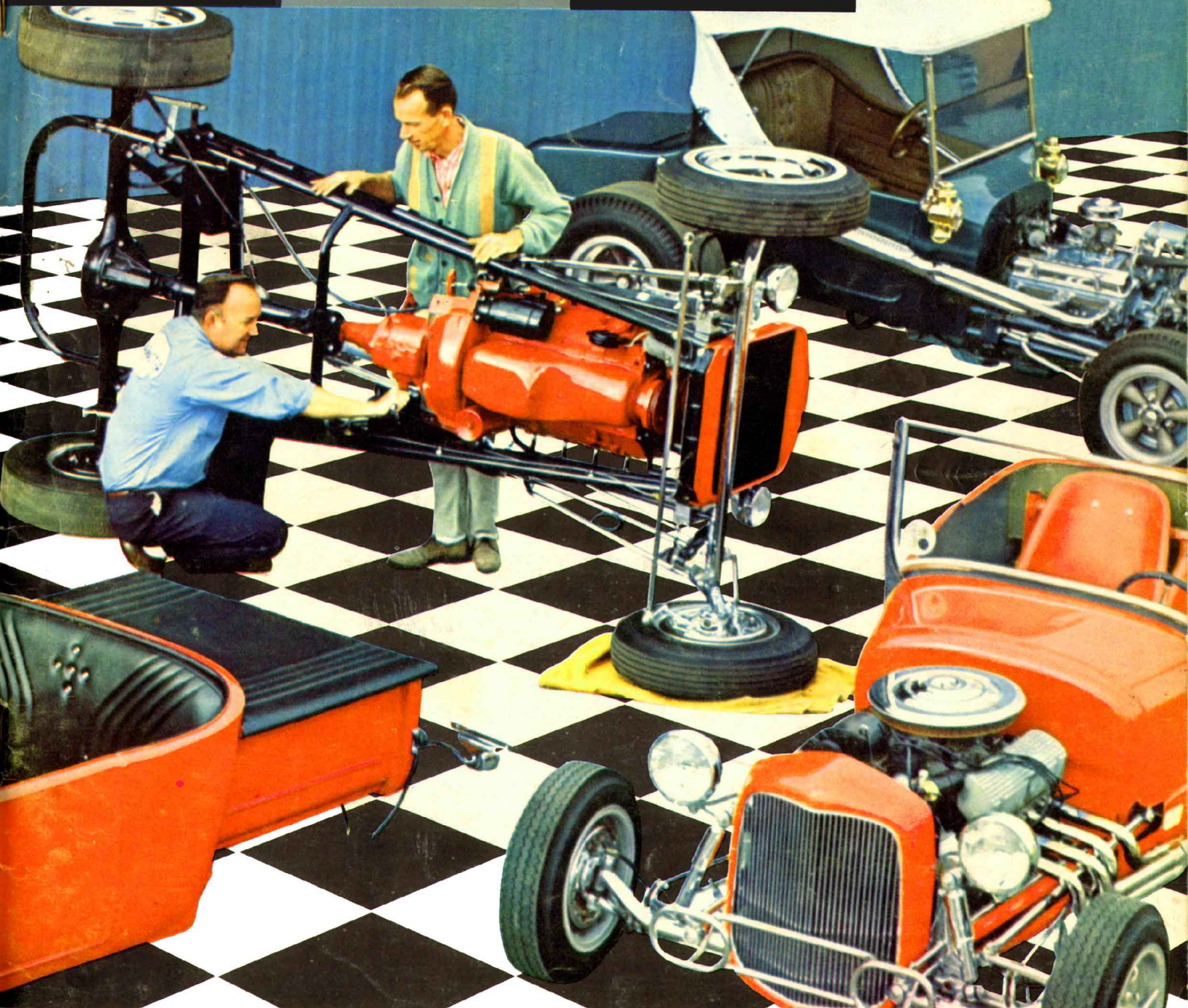


JULY 1965 • 50¢

THE AUTOMOTIVE GO & SHOW MAGAZINE

CAR CLUB ROAD TEST:
**WORKING OUT THE
OLDS F-85 4-4-2**

SUPERCHARGERS
Make 'Em Go - Not Blow



ROADSTER FROM A KIT

**RACE DRIVER
BUILDS A ROD**



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.

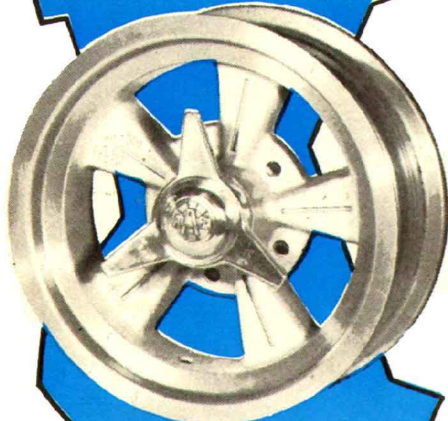
Our engineering staff's bulletin reads: "The Plymouth Super Commando 426 is designed to be

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.

THE ROARING '65s
FURY
BELVEDERE
VALIANT
BARRACUDA
Plymouth

Ansen Custom Wheels



ARROW — Flat Spoke

A one-piece aluminum permanent mold wheel. Stronger than steel Lighter than Mag.

84 Distinctive spoke & wheel combinations possible — **WITH ONE WHEEL!** 14 & 15" bolt-on or true knock-off available either style wheel.
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"The Automotive Go & Show Magazine"



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Don Evans Editor
Cec Draney Managing Editor
Bud Lang Technical Editor
Bob Young Art Director
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PUBLISHED MONTHLY, VOLUME 13, NO. 3

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—Photographed by Pat Brollier

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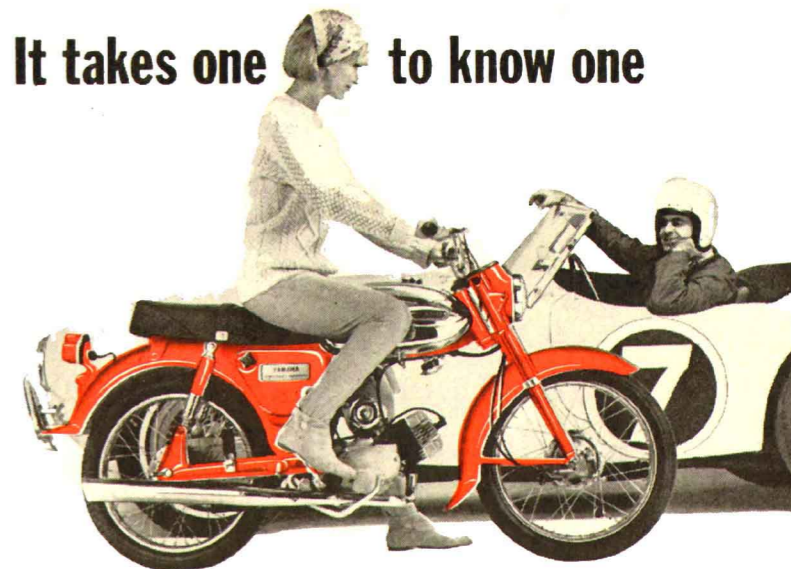
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It takes one to know one



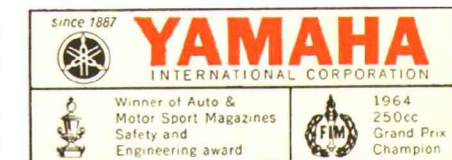
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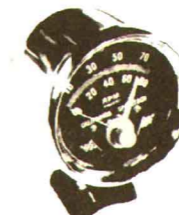
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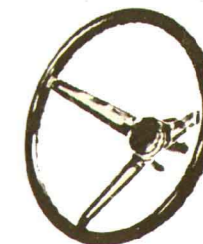
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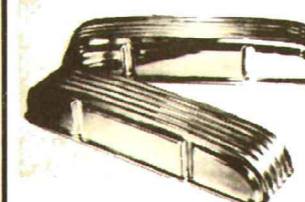
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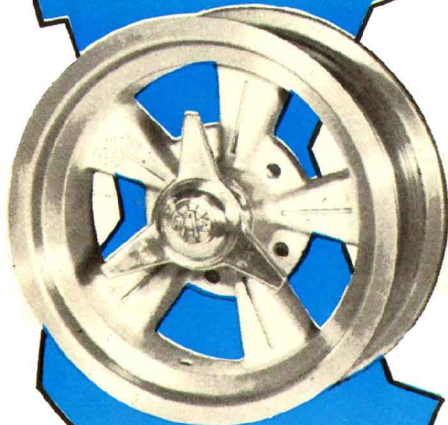
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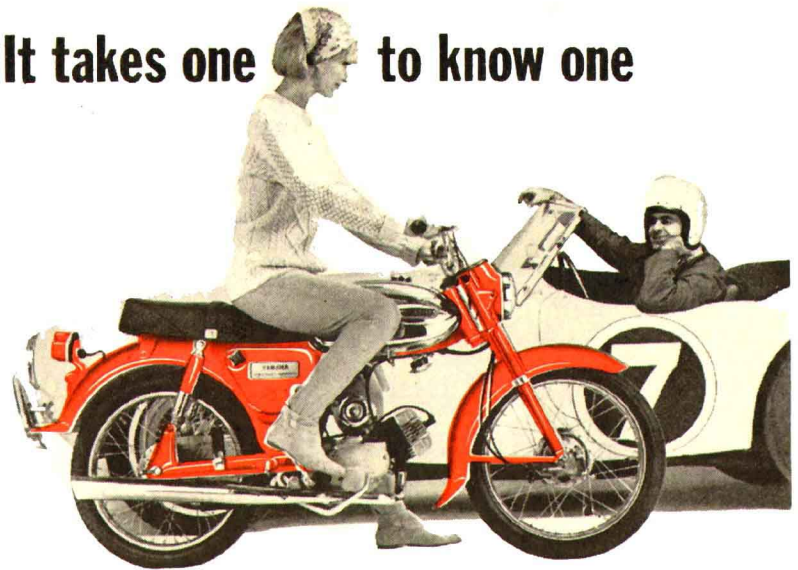
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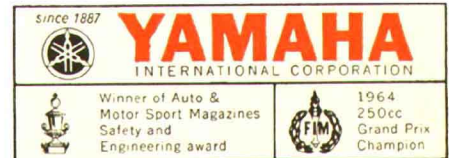


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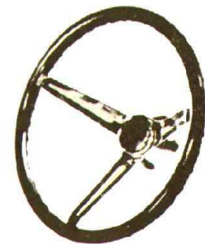
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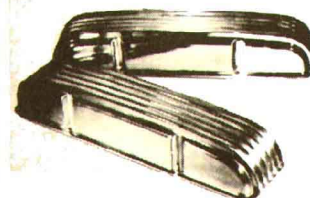
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