

# FIRST LOOK: 1967 BARRACUDA

DECEMBER 1966 60¢ IN CANADA 50 CENTS

# CAR LIFE

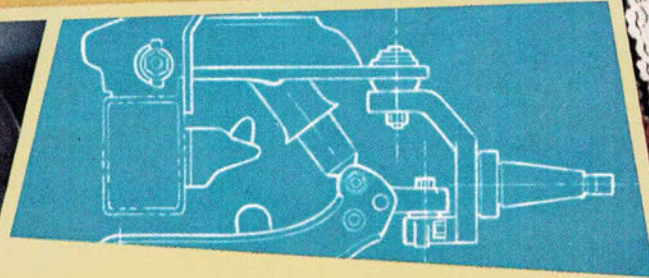
NASCAR's New Heroes  
Inside the Summernationals



CHEVROLET'S  
SUPER SPORTS

Impala 427  
Chevelle 396  
Camaro 350





## '67 Belvedere GTX

A machine of many talents.

Most assuredly it has an engine. A big wedge-head V-8 at that: 440 cubic inches' worth, with 375 hp. and 480 lbs.-ft. of torque as standard equipment.

It also comes with the street Hemi at 426 cubic inches. The Hemi puts out 425 hp. and 490 lbs.-ft. of torque. (And, of course, costs extra.)

But the nicest thing about the GTX is that it isn't *all* engine. Fact is, it's the most well-rounded Supercar to come out of Detroit (or anywhere, for that matter) in a long time.

Heavy-duty suspension is standard and includes stiffer front torsion bars, beefier ball-joints, heavier front stabilizer bar, firmer shocks and rear springs.

Brakes are big 11 in. drum-type units; although front discs are optionally available.

Tires are special Red Streaks, mounted on 5½ in. rims. Transmission is through a high-upshift TorqueFlite automatic. But a 4-speed is available as an option.

Other standard GTX items include buckets, hood scoops, low-restriction exhaust system and pit-stop gas filler.

The result is a road machine that not only looks and goes, but one that handles. And steers. And stops. And sticks. It'll do everything but bring you your morning coffee. But with a list of eye-openers like this—who needs it? As you may have heard, Plymouth is out to win you over this year.



**Cubic inches aren't everything.**

PLYMOUTH DIVISION



**CHRYSLER**  
MOTORS CORPORATION

# Meet the masked marvel.

Meet Camaro. Masked because it carries Rally Sport equipment with hideaway headlights. A marvel because it's an SS 350: telltale domed hood, rally stripe and Camaro's biggest V8.

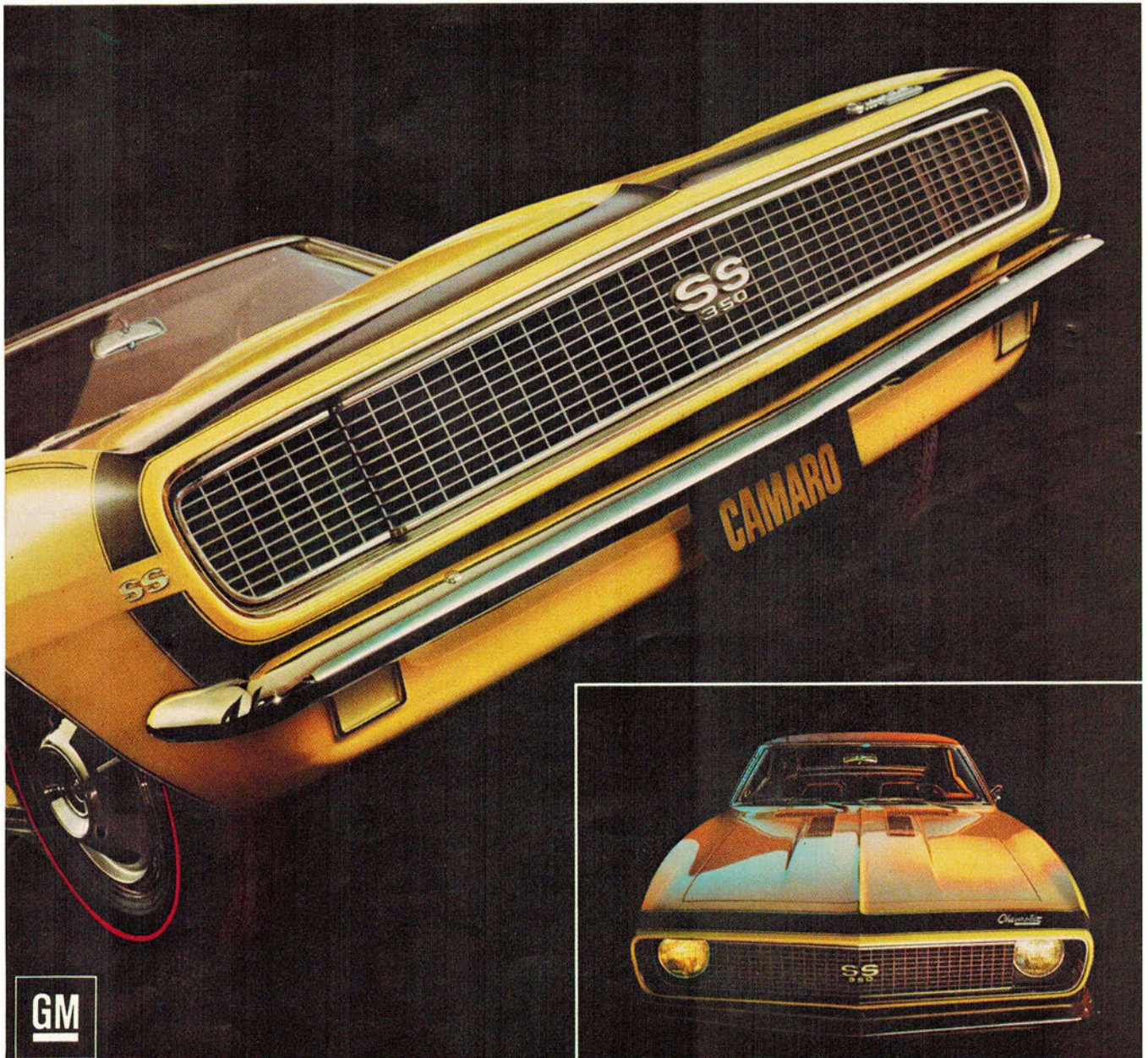
Over 3,200 pounds of driving machine nestled between four fat red-stripe tires, an SS 350 carries the 295-horsepower 350-cubic-

inch V8. So you know it's some other kind of Camaro.

For a suspension, it has special high-rate springs—coil in front, single-leaf in back—and stiffer shocks at all four corners. And with its exceptionally wide 59" tread, we assure you an SS 350 handles the way a sporting machine should.

And for your added safety,

every Camaro—be it SS 350 or not—comes with such protective conveniences as the GM-developed energy-absorbing steering column, dual master cylinder brake system with warning light, folding front seat back latches and shoulder belt anchors. Try one on at your Chevrolet dealer's. It's a ball-and-a-half.



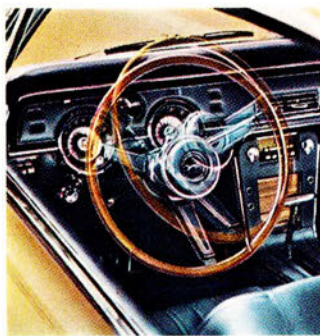
MARK OF EXCELLENCE

**Command Performance**

**Camaro** By Chevrolet  




Mercury believes a man shouldn't have to buy  
\$800 worth of ocean to get the European look.  
Meet Cougar.



Easy entrance. Optional Tilt-Away Steering Wheel swings out of way automatically when door is opened, sets to 9 positions.

Time was, European car makers had a corner on the sleek market. But by the time your car got stateside, shipping and import charges could add an extra \$800 or so to the price tag.

Mercury believes a man would sooner have a lot of Cougar, and no salt water costs. A low-slung, crouched-for-action look. Stickshift. Deep-foam buckets. And a V-8 engine that just takes regular gas. All are *standard!*

Mercury believes that a man's car ought to be chock-full of better ideas. So Cougar has fixed-position concealed headlamps (won't jiggle like "retractables"). And rear turn signals that flash in three steps (to point your turn). Both are *standard!*

Come see Cougar. A man's car at a very affordable price.



Headlamps hide by day (top), automatic doors open at night (center). Sequential rear turn signals (bottom) point direction.



Cougar excitement runs through all 28 models of Mercury, the Man's Car. Just see your Mercury Man, your Mercury dealer.



Marquis • Brougham • Park Lane  
Montclair • Monterey • Cyclone • Caliente  
Capri • Comet 202 • Cool new Cougar

# Mercury, the Man's Car.

LINCOLN-MERCURY DIVISION



DENNIS SHATTUCK  
Editor

DAVE EPPERSON  
Managing Editor

BARBARA FORTON  
Editorial Assistant

CONTRIBUTORS

Joseph Arkin, J. L. Beardley,  
Alice Bixler, Gene Booth,  
Chan Bush, Richard Day,  
Dave Harbaugh, Roger Huntington,  
Martin A. Jackson, Bill Libby,  
Joseph Lowrey, Charles Malone

DEAN BATCHELOR  
Editorial Director

HAL CRIPPEN  
Art Director

BILL MOTTA, BARBARA BOYTER,  
RAMONA BOLHOUS  
Art Associates

JOHN and ELAINE BOND  
Publishers

JEAN WHITE  
Publishers' Assistant

DAVE BLACK  
Production Manager

JONATHAN THOMPSON  
Editorial Research

RAY POWERS  
Circulation Manager

PATSY COOPER  
Advertising Assistant



CAR LIFE is published monthly by Bond Publishing Company, 834 Production Place, Newport Beach, California. Second class postage paid at Newport Beach, California, and at additional mailing offices. Copyright 1966 by Bond Publishing Company.

EDITORIAL CONTRIBUTIONS are welcomed by CAR LIFE but cannot be considered unless guaranteed exclusive. Photographs should be released for publication by source. CAR LIFE can not be responsible for return of unsolicited manuscripts, photos or drawings unless they are accompanied by a self-addressed stamped envelope.

SUBSCRIPTIONS. U.S., possessions and Canada: \$5 one year, \$9 two years and \$12 three years. Single copy 50 cents (60 cents in Canada). All other countries: \$6 one year, \$11 two years, \$15 three years. Foreign countries and Canada: Remit by money order or draft on a bank in the U.S., payable in U.S. funds.

CHANGE OF ADDRESS: At least four weeks notice is required for a change of address. Please furnish both old and new addresses and an address imprint from a recent issue. Send to:

CAR LIFE, 834 Production Place,  
Newport Beach, California 92663.

ADVERTISING: See SRDS. Frank Willard, Advertising Director, 2102 Penobscot Bldg., Detroit, Mich. 48226; telephone 313-963-1775; teletype 810-221-7137. H. Clifford Parris, Eastern Advertising Manager, 420 Lexington Avenue, New York, N.Y. 10017; telephone 212-889-6642; teletype 710-581-3675. Richard Bartkus, Western Advertising Manager, 834 Production Place, Newport Beach, Calif. 92663; telephone 714-646-3981; teletype 910-596-1353.

# CAR LIFE

December 1966

Volume 13, Number 11

## ROAD TEST

1967 RENAULT 10 a brief lesson in French 56

## FEATURES

NASCAR'S YOUNG LIONS up-and-coming chargers 23  
CHEVROLET'S SUPER SPORTS leaders of their lines 32  
BUY THE MILES try this formula for used car success 44  
COMEBACK CAR ruin to restoration 55  
LIGHT UP FOR FOG some new illumination on an opaque subject 62  
SQUARE DEALS the customer is always 68  
GRAHAM: THE MIGHT-HAVE-BEEN CAR depression era Supercar 72

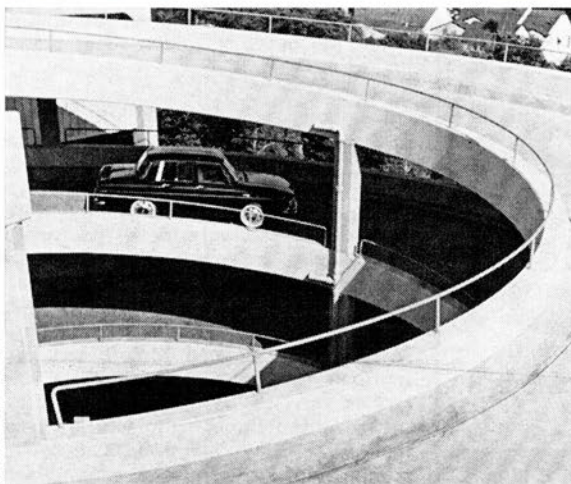
## TECHNICAL

INSIDE THE SUMMERNATIONALS new fuels and tires 46  
1967 BARRACUDA the game is Ponycar poker 50  
HORSEPOWER RACE FOR VOLKSWAGEN? beetle bitten by safety bug 70

## DEPARTMENTS

NEWS & VIEWS 2 PERFORMANCE 38  
FENDER FORUM 6 AUTOS ABROAD 41  
CALENDAR 8 NUTS & BOLTS 78  
MOTOR CITY 12 MOTORMART 79  
DRIVING 14 INDEX TO CAR LIFE, 1966 80  
CAVEAT EMPTOR 16 SWAPSHOP 82

COVER: Chevrolet SS; photo by Chan Bush



CHAN BUSH PHOTO

## THE SPIRAL SPEEDWAY

Does CAR LIFE cover the international scene? Does CAR LIFE discuss NATO, the Common Market, de Gaulle and stuff like that? Does CAR LIFE have something to say about the import sales spiral, pictured left? You're danged right—on Page 56.