

Buick
65
Buick



We changed the Wildcat a lot this year. And you may never be the same again yourself.

There it is. Our Wildcat. '65 version. Consider. None of those cars that flash down the straightaway is prettier than this. So why leave all your fun at the track? The engine has 325-hp. And there's even more for the asking. One of our brutes has 340-hp. Each of the horses comes to a full gallop at 4400 rpm. A four-barrel carburetor makes sure they're fed properly. Another thing. The automatic transmission—a Buick specialty. You can specify the Super Turbine—so sensitive, it responds about as soon as your mind delivers the impulse. And, oh yes, the suspension. No corkscrewing. Buick's new "gyro-poise" roll control sees to that. Plenty of silence, though. Each of the 8 rear bushings is specially tuned. Just like you'd tune your sports car. Say. Wouldn't it be fun to drive one of these babies to Riverside?

Wouldn't you really rather have a Buick?

When you ask for the Wildcat, this is what you can specify:

Engine: Super Wildcat

Horsepower: 360

Torque: 465 @ 2800

Compression ratio: 10.25 to 1

Displacement (cu. ins.): 425

Carburetion: 2, 4-barrel

Transmission: Super Turbine (automatic)
or 4-speed synchromesh (manual)

Rear axle ratio: 3.07 (automatic)

3.42 (manual)