



## '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.**



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