



Carbuffs Inc

## 1964 Plymouth Fury Max Wedge

**Our Price \$0**

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(925) 671-2010

2281-A Via De Mercados , Concord, CA 94520

Photos  
Details  
Contact



### Specifications:

Year:	1964
VIN:	64PLYMOUTHFURY
Make:	Plymouth
Model/Trim:	Fury Max Wedge

<b>Condition:</b>	Pre-Owned
<b>Body:</b>	Coupe
<b>Exterior:</b>	-
<b>Engine:</b>	440
<b>Interior:</b>	Black
<b>Transmission:</b>	Automatic
<b>Mileage:</b>	111,111
<b>Drivetrain:</b>	Rear Wheel Drive

## Vehicle Description

Here is the story as sent to me by the previous owner in his own words:

You are looking at a 1964 Plymouth Fury.

Not just any 1964 Plymouth Fury. This one has real history.

First the basics...

This is a 1964 Plymouth Fury Race Car.

Raced Competitively for 22 years by the original owner.

Competed at the Winter Nationals 1973, 1974, 1975

Held 4 Track Records Simultaneously

Held NHRA National Record SS/EA 1974 10.82 @ 127 mph

Appeared in the movie "More American Graffiti"

Classes run in: S/F (as a 4 speed), SS/DA, SS/EA

Comes with Many Vintage Photos of the car in action

In the 60's and 70's.

I have met many older drag racers that have said to me,

"That car was The Car to Beat!" or "Man, they were good!"

Original California car. (I still have one of the Black plates.)

Original 426 Street Wedge, 4 Speed Car!

Now a Max Wedge with A-727

Original Black on Black Car!

Original Sheet metal!

Original front bench seat still in car

Original Dash and Gauges

Original Max Wedge Steel Hood

Lights, Blinkers, all still work

Original Glass, windows still roll up and down

Drive Train...

440 block with Nodular Main Caps, ARP Studs

Eagle 4.150" Stroker Crank

Manley Connecting Rods, ARP bolts

JE Pistons, Custom made for the Heads, 13.5:1 compression

Milodon Single Swinging External Pick-up, HV pump

Charlie's 8-10 qt. Oil Pan w/built in windage tray

Original 1964 Stage III MaxWedge heads, fully Ported

Original 1964 Stage III MaxWedge Cross Ram

Two 750 cfm Edelbrock AFB Carburetors

Ultradyne/Bullit Cam .638 lift 280 @ .050 Duration

Iskendarian Adjustable Rockers 1.5 ratio, can use 1.6

Manley Lifters and Pushrods

Cloyes Adjustable Double Roller, the Best they make

NOS Direct Connection Timing Cover

Hooker Headers, 2 1/8" primary tubes 4" collectors

Slip fit Chassis headers, not Fender well

MSD 6-AL Ignition Box

MSD Pro-Billet Distributer

MSD Super Conductor 8mm Wires

MSD Blaster-2 Coil

Transmission...

727 Torqueflite, Low 1st gear, 4 gear planetary,

Hemi front drum (5 disc clutch)

Converter 9" 'J' converter 3800-4200 stall

Finned Aluminum Deep Trans Pan

Derafe Trans cooler, Double with Fan

Differential...

Dana 60 of course, All new, 4.88:1 ratio

Strange Axles and Spool, Richmond Gears

All new bearings, seals, etc.

Suspension is a LEAF/LINK with new Super Stock Springs

Leaf/ Link is a 4-link with leaf springs fully adjustable

Wheels and Tires...

31.5 x 16.5 x 15 Mickey Thompson ET Drags

Like New. Only 6 passes on them

29" Mickey Thompson ET fronts

Back Rims are 15" x 13" Cragar Super Tricks

Front Rims 15" x 3" Cragar Super Tricks

These rims were bought new for this car and have been on it ever since. They ran Keystone wheels before that.

Trim Tag...

I am using Galen Govier's book to do this.

THE TAG IS READ LEFT TO RIGHT, BOTTOM TO TOP.

LINE #1

0211.....FEB 11TH.....(SCHEDULED PRODUCTION DATE)

0212.....(SHIPPING ORDER NUMBER)

332.....PLY. 2DR.HARDTOP 426 V-8.....(CAR LINE AND BODY STYLE)

H4X.....BENCH,VINYL,BLACK.....(TRIM CODES)

BB.....BLACK,BLACK.....(PAINT CODES)

W.....WHITE.....(SIDE SWEEP COLOR)

LINE #2

AB.....ENGINE CODE.....(NO CODE FOR STANDARD ENGINE)

14.....426 1-4BBL 365 HP 10.5:1 C/R V8.

C.....TRANSMISSION CODE.....

3.....4 SPEED A833 MANUAL...FLOOR SHIFT.....

G.....RADIO CODE.....

1.....AM MUSIC MASTER/ECONOMY.....

J.....HEATER CODE.....

5.....HEATER, FRONT, WITH DEFROSTER.....

N.....NOT KNOWN.....

3..... NOT KNOWN.....

LINE #3

12.....GATE SEQUENCE NUMBER.....

20.....GATE SEQUENCE NUMBER.....

567.....BASE SEQUENCE NUMBER.....LYNCH ROAD PLANT

138.....BASE SEQUENCE NUMBER.....LYNCH ROAD PLANT

NOTE: ALL MAX WEDGE AND HEMI CARS WERE BUILT AT LYNCH ROAD ONLY!

Now for some vehicle history:

The first owner, Jere Pisani, was a wine salesman here in Northern California. From what I understand he did pretty well for himself. Well enough to go out and buy a new 1964 Plymouth Fury, Black on Black, with a 365 hp, 426 Street Wedge and a (new for '64) Four speed! This car was a beast right from the dealer! I asked him once, "Was it fast when it was new?" and Jere replied, "I had four daughters and they were never late for school!"

Jere started racing the car as a street car and had a lot of fun as a member of the 'Concord Accelerators' Car Club. This was a club that basically said, "Keep your car as stock as possible and see how well you can tune it for the Quarter Mile." Well from what I understand Jere couldn't leave well enough alone and soon found himself moving on to faster times. The car was also his daily driver and by 1966 he had racked up a little over 40 thousand miles on the car. This is about the time he started to get serious about racing the car and getting into, the very competitive, Super Stock racing. Sometime after 1966 the car was taken off the street and used strictly as a Race Car.

The racing continued as he became obsessed with the sport. "I HAD THE FEVER!!" Jere said. "We would take the girls camping on Friday, set up camp, and take off for the track. We would race Friday night, go back to camp, wake up on Saturday, go to a different track and race again! Then wake up Sunday morning and race all day Sunday!! Yah, I had the FEVER!"

After I bought the car in the summer of 1995, I had it sitting in my driveway when my neighbor came over to check it out. His name was Roland Merman. At the time Roland was running two jet dragsters named "Danger Zone". He said to me, "I thought this was the car! This is the old Blackrushin isn't it?" "Yah...uh, how to you know the car?" I asked. He then told me he had some guy a little bit older than himself come over to check out some parts with a friend. Roland was showing them the parts and some cars he had out in his shop when the older guy said, "I have an old Plymouth at home that turns mid tens on a good day." "Why don't you bring it on out to the track some time and run it! We'll be out there this weekend for test and tune up at Sac. Raceway, come on up!" Roland had said this in order to try and call the old guys bluff. You see everybody talks a big game but rare is the man who can back it up! But, instead the guy said, "You know, I just might do that! It's been a while since I've had the car out."

Well you can imagine how surprised Roland was when in the middle of Saturday morning he saw an old black 1964 Plymouth pull in riding on the back of an open trailer. The paint was so faded it looked like black primer. The guy came over and said "Good morning" and proceeded to unload the car. He told Roland he wasn't sure how good it would run and that he should have backed off the rockers before he parked it. But all he had time to do was change the oil and throw in some new spark plugs. "Oh boy, here come the excuses." said Roland to his friend.

Well, they watched as the guy fired up the car and rolled up to the starting line. Through the water box and up in smoke went the big old Goodyears. "Sounds pretty good!" He said out loud to who ever might be listening. As the car launched it pulled the front tires off of the ground about eight inches. "Whoa!!" a guy in the pits said, "Did you see that?!" The car ran clean and smooth all the way down the track. Now everybody at the track was watching. As he ran through the traps and across the finish line, the board lit up... 10.61 @ 125 mph! "Well I'll be damned." said Roland. "That thing runs good!!... Damn good!!" said one of Roland's friends. When the car came back around Roland asked "What did you say your name was? And the gentleman answered, "Jere, Jere Pisani."

The current owner just recieved this email response to some questions about the cars history from Jim McCombe, current Infineon Raceway Announcer and 64 Plymouth racer that raced at the same time as this car in the early days:

Hi Dave,

Nice hearing from you once again and thanks for the updated information on the Black Rushin.

My 64 Plymouth is still on loan to Robert Bromell down in Redwood City and at the moment has a 500 inch B1 big block that is currently going through a rebuild process.

Robert hopes to have the car out sometime early next season and plans on having it at the Pinks All Out race slated for September 17-18, 2009 at Infineon next season.

So many questions regarding the Pisani and Waite venture involving your car. Prior to becoming a partnership, Ron Waite was teamed up with Walnut Creek Auto upholstery owner Armand Annereau in either a 55 or 56 Chevy that ran in the E/Gas class and did very well with the car racing mainly at Vacaville on Saturday nights as well as both Kingdon and Fremont. At that time, Ron was working for Claude Reese who operated "Reese's Dyno Tune" in Walnut Creek

In 1964, Jere Pisani purchased your car which originally came with the 370 horse, 426 Street Wedge of which did not fill his needs for speed.

With approval from wife Joni, Jere bought a new and complete Max Wedge engine. Keep in mind that your car was an original factory 4 speed car and the conversion over to the 727 automatic hadn't been made yet.

Not sure when the partnership between Ron and Jere started but it was either late in 64 or 65 and soon they were running Super Stock in the SS/EA class.

At that time, Jere was a salesman for Gallo Wines which kept him busy allowing Ron to tweak the car at Reese's shop.

Morgan Machine did a lot of their work and continued to do so all of the way up to the time when Jere decided to sell the car with many of the spare parts going Alan and Jack Freese down in the Salinas/ Monterey area. Jack was a former Max Wedge racer in the 60's and had sponsorship through King Karl Motors of Monterey and all of his cars were fast.

I had the pleasure of working with Jere's wife Joni at the old Vaca Valley Raceway, she operated one of the old Chrondex clocks using the conversion mph charts then writing and sending all of the information by phone to the time slip booth while I announced the races. She was a true delight to work with and knew her stuff as was the late Pat Bradley who worked with us.

I recall that Jere owned an El Camino that they towed with but swapped over to a much bigger 70 or so Chrysler Convertible for better towing purposes as the El Camino was a bit on the light side in the weight department.

That about sums it up, probably not as much information as you would like but the best that I can do at the moment.

Recently, a friend gave me a clipping from the now defunct Drag News paper dated October 29, 1977 that was written by photographer and writer Ron Burch of a 2 day race in Redding.

You will enjoy this, it shows your car doing a burn out with Jere Pisano (not Pisani) standing behind the car wearing his Morgan Machine Shop T-Shirt and cap. They had a pretty good weekend as you will find out and when Lynette copies the story and sends it to you, you will have some material on your car..

Jere gave me a Morgan's Machine cap that weekend and said it was for good luck and it worked.

Some where around here, I still have it and it only seems fitting that I pass it on to you the next time I see you so that you can carry on the tradition with the Black Rushin. Just need to know when you will be at the track, only hope that I can locate it and haven't accidentally thrown it away...

Will try to send you a copy of Burch's story later tonight but sadly the story is some what incomplete as I received only the 1st page of a 2 part story.

All the best,

Jim

The car is being sold with a clean California title only. The car would need very little to be street legal.

If you have any questions please call me at 925-899-2648. Please

remember I am on Pacific Standard Time.

## Installed Options

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