# 1967 CAR and DRIVER YEARBOOK

**TEST REPORTS**
**BUYERS' GUIDE**
**TECH SPECS ON**
**ALL 1967 CARS**

**Luxury Cars • Full-Size Sedans • Sports/GT Cars**
**Economy Cars • Performance Sedans • Compacts**
**Plus: 1966 Racing Guide and Technical Review**
**Special Section: Motorcycles to Know and Love**


*Shelby American's Mustang GT-500*

# An Introduction to the 1967 Car and Driver Yearbook

Contrary to popular belief, road testing is not one of the black arts practiced by a pack of speed-crazy fanatics *(at least no one ever calls us that to our faces)*. After all, we realize there are many reasons for buying a car, and our job is simply to point out the good and bad points so that you can make an *informed* decision.

To do this, we put every car through a standardized series of tests to accurately determine performance, roadability, craftsmanship, comfort and the like. Most of this information is recorded in data panels accompanying each road test. In them are acceleration times, power and torque output, gas mileage, and other technical specifications. And with each data panel is a synopsis checklist wherein we evaluate the pertinent points about the car. Rather than judge a car against an imaginary ideal, the checklist is based on how well it matches up against its peers. Obviously when we say the response of the Austin Healey Sprite engine is "Good," and then come out and say the same thing for the 427 Corvette engine, we do not mean they are in any way comparable; but stack up a Sprite and a Triumph Spitfire and then you have a valid comparison (in the table of contents we have organized the cars into comparable groups—so if you're unfamiliar with a specific model, you can still compare it to similar cars).

Of course evaluating a car through standardized testing procedures and careful measurements is one thing, but when you're thinking of buying a car you want to know a lot more: what are its unique features, why is it better than another car, what makes it different, what gives it a "personality?" In the text we present our opinions. Here is where you will find specific points that particularly impressed us—whether favorably or unfavorably. Emphasis is on performance and roadability, but at the same time we are not blind to appearance, comfort, quality, convenience or the myriad of other things that make each model different and individual.

Naturally there were some cars we loved and some we thought were absolute dogs—it shouldn't take too long to realize that fact. We haven't pulled any punches, and where damning is due, damning is given—the same holds true for praise. Also, in one or two instances, we were supplied with a test car that was not truly representative of a model line. Thanks to the experience of our staff we were usually able to spot "rigged" cars, or—at the other end of the scale—cars that had been put through so much that they were suffering from "tired-blood." This, too, is apparent in the tests.

# FORD FAIRLANE GT/A 390

## Sharing its name with a Mustang, it deserves to be known on its own.

There must be some good reason for a company to call two of its hottest sports sedans by the same letter designation, and we don't think simple product association is that reason. For example, Ford calls its hot Mustang the GT/A 390, while our test car, the performance-oriented Fairlane, is known by the same name. All we can say is that it must be a secret ploy to confuse the public and unfortunate road testers.

Actually the two cars do have quite a bit in common aside from manufacturer and engine (to find out more about the Mustang, see road test on page 54). The Fairlane GT/A 390 is Ford's answer to the GTO, GTX, 4-4-2, Skylark (manufactured by Pontiac, Plymouth, Oldsmobile and Buick, in that order) and cars of that ilk. It is a high performance street machine designed for picking up both groceries and trophies. If the truth must be told, however, it is too small to hold many groceries and not quite fast enough to win many trophies at the weekend drags. Instead, it is the proverbial compromise, with enough speed, space and power to make it an extremely desirable car.

The GT/A we tested was fitted with Ford's Cruis-O-Matic three-speed automatic, and a sport shifter that allows first gear starts and maximum rev upshifts. It doesn't gear down like the GM Turbo Hydra-Matic—which will downshift at maximum rpm in each gear—but it allows the driver more control than a standard automatic and is a solid fast shifting unit with excellent ratios. A manual four-speed floor shift is available as an option and we recommend it to anyone anticipating mountain driving solely because of the extra engine braking characteristics.

The GT/A's interior is fairly well appointed with bucket seats, console, padded dash and the usual padding. We particularly liked the relationship of steering wheel and foot pedals to the driver. In general it seems that Ford is the only domestic manufacturer that allows enough room for both long legs and long arms. In the GT/A this allowance greatly enhances the car's livability and desirability. Another aspect of the GT/A which we like is visibility toward the rear and the rear quarters. Comparing it with competing General Motors' products is like comparing Cinemascope to a nickelodeon. The rear roof supports are fairly wide, but not to the extent of the GM cars. Consequently, rear quarter vision is far greater. Another factor helping visibility in this oft-neglected area is the extreme rake angle of the supports. It serves to minimize blind spots by allowing the driver to peer over or under the support. It isn't the best arrangement in the world, but it strikes a fair compromise between styling and practicality.

The GT/A is a ball to drive, but pinning down exactly why this is so is almost impossible. Suffice it to say that the GT/A handles well, is comfortable, looks clean and neat, and is very responsive. It is no slouch in the quarter mile either, turning 15.7 seconds at 91 mph with 0 to 60 mph times in the 7.3 to 7.7 second range. All this was with 35 pounds of air in the tires; not exactly the best drag racing set-up but fine for testing handling.

American cars have reached the

point where it is hard to find one that actually handles poorly. Some still oversteer, although most of the current crop understeer, but the GT/A does a little of both and comes out well in the bargain. It is a high gain, medium response car that can be either flogged through a turn all hairy and sideways, or it can be driven through smoothly. Either method seems to produce the same speed, although the latter is easier on the car. It corners in a stable attitude (unless you really fling it in sideways) and body roll, which looks extreme to bystanders, is hardly detectable inside the car. Steering characteristics remain neutral up to the final limit when the back-end reluctantly gives up the struggle and begins a gradual arc that eventually causes it to swing past the nose. We let it go too far one time and, as we slid along sideways with smoke boiling from the tires, it all felt very familiar. "This is just what Lorenzen looks like at Daytona," we thought as our slide progressed. Only Freddy spins at 180 mph and we managed it at 40 mph. Back to Shelby School.

Our test car was fitted with Ford's vented 11-in. front disc brakes and 10-in. rear drums. As you may have already guessed, we put them to quite a test on Ford's test track and we're glad to report that they did a very fine job. After all our thrashing around we could not detect any fade and throughout our testing they never reared back and grabbed in protest to the extreme conditions they were being subjected to.

Overall, the Fairlane GT/A is an attractive package. It comes off the showroom floor complete with power, good looks, good brakes and reasonable fuel economy. It's also very comfortable and offers enough luggage space for four passengers and their belongings—unless they happen to be coeds returning to college, in which case we doubt that a 40-foot Fruehauf trailer would be sufficient. For drag racing enthusiasts the 390 cu. in. mill might not be enough. If so, a hydraulic lifter version of the NASCAR 427 cu. in. engine is available with a kit to convert it to solid-lifters in a matter of hours. But without going to this extreme, we think most people will find the 390 cu. in. version is plenty. It's quick, quiet and dependable and should keep the hotshoes reasonably happy.

If a hot sports sedan is what you're after, then take a good long look at the Fairlane GT/A. It has plenty of competition, but it is capable of holding its own against the best.

## FAIRLANE GT/A 390

Manufacturer: Ford Division
Ford Motor Co.
Rotunda Drive
Dearborn, Mich.

Price as Tested: $3300

### ENGINE

Water-cooled V-8, cast-iron block, 5 main bearings
Bore x stroke ..... 4.05x3.78 in., 101x96 mm
Displacement ..... 390 cu. in., 6320 cc
Compression ratio ..... 10.5 to one
Carburetion ..... 1x4 bbl. Holley
Valve gear ... Pushrod operated overhead valves
Power (SAE) ..... 320 bhp @ 4800 rpm
Torque ..... 427 lbs-ft @ 3200 rpm
Specific power output ..... 0.82 bhp per cu. in., 50.0 bhp per liter
Mileage ..... 12-14 mpg on premium fuel
Range on 20-gallon tank ..... 240-280 miles

### DRIVE TRAIN

Transmission ... 3-speed automatic, plus torque converter

| Gear | Ratio | Overall | Mph/1000 rpm | Max mph |
|---|---|---|---|---|
| Rev | 2.20 | 7.15 | —9.5 | —44 |
| 1st | 2.46 | 7.99 | 9.4 | 42 |
| 2nd | 1.46 | 4.75 | 16.0 | 77 |
| 3rd | 1.00 | 3.25 | 25.8 | 124 |

Final drive ratio ..... 3.25 to one

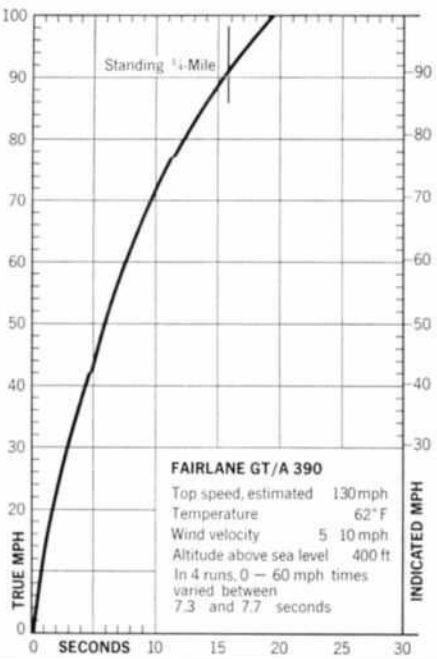
### CHASSIS

Wheelbase ..... 116.0 in
Track ..... F: 58.5 R: 58.6 in
Length ..... 197.0 in
Width ..... 74.0 in
Height ..... 54.5 in
Curb Weight ..... 3568 lbs
Test Weight ..... 4010 lbs
Weight distribution front/rear ..... 54/46%
Suspension F: Ind., upper wishbones, lower link and drag strut, coil springs anti-sway bar
R: Rigid axle, semi-elliptic leaf springs
Brakes .. 11.4-in vented-discs F, 10.0-in drums R, 361.0 sq in swept area
Steering ..... Recirculating ball
Turns, lock to lock ..... 3.5
Turning circle ..... 41 ft.
Tires and wheels ..... Firestone F70x15 on 5.5J rims

### ACCELERATION

| Zero To | Seconds |
|---|---|
| 30 mph | 2.9 |
| 40 " | 4.2 |
| 50 " | 5.8 |
| 60 " | 7.5 |
| 70 " | 9.5 |
| 80 " | 12.3 |
| 90 " | 15.5 |

Standing ¼-mile ..... 91 mph in 15.7




### CHECK LIST

**ENGINE**

| | |
|---|---|
| Starting | Very Good |
| Response | Excellent |
| Noise | Good |
| Vibration | Good |

**DRIVE TRAIN**

| | |
|---|---|
| Transmission Linkage | Very Good |
| Power-To-Ground Transmission | Very Good |

**BRAKES**

| | |
|---|---|
| Response | Very Good |
| Pedal Pressure | Very Good |
| Fade Resistance | Excellent |
| Smoothness | Very Good |
| Directional Stability | Very Good |

**STEERING**

| | |
|---|---|
| Response | Excellent |
| Accuracy | Good |
| Feedback | Fair |
| Road Feel | Fair |

**SUSPENSION**

| | |
|---|---|
| Harshness Control | Very Good |
| Roll Stiffness | Very Good |
| Tracking | Very Good |
| Pitch Control | Excellent |
| Shock Damping | Very Good |

**CONTROLS**

| | |
|---|---|
| Location | Good |
| Relationship | Good |
| Small Controls | Very Good |

**INTERIOR**

| | |
|---|---|
| Visibility | Good |
| Instrumentation | Poor |
| Lighting | Good |
| Entry/Exit | Good |
| Front Seating Comfort | Very Good |
| Front Seating Room | Excellent |
| Rear Seating Comfort | Fair |
| Rear Seating Room | Fair |
| Storage Space | Good |
| Wind Noise | Good |
| Road Noise | Good |

**WEATHER PROTECTION**

| | |
|---|---|
| Heater | Excellent |
| Defroster | Excellent |
| Ventilation | Very Good |
| Weather Sealing | Very Good |
| Windshield Wiper Action | Very Good |

**QUALITY CONTROL**

| | |
|---|---|
| Materials, Exterior | Very Good |
| Materials, Interior | Very Good |
| Exterior Finish | Very Good |
| Interior Finish | Good |
| Hardware and Trim | Good |

**GENERAL**

| | |
|---|---|
| Service Accessibility | Good |
| Luggage Space | Good |
| Bumper Protection | Good |
| Exterior Lighting | Very Good |
| Resistance to Crosswinds | Excellent |

# OLDSMOBILE 4-4-2

## The "innovation" division of GM has the hot set-up that can corner too.

Oldsmobile quickly earned a performance image before the other Detroit manufacturers knew what performance was, and unfortunately Olds lost its image just as rapidly. Back in the early Fifties, the hot cars in southern stock car racing were Hudson Hornets and Oldsmobile Rocket 88s. Hudson, of course, is long departed. Oldsmobile . . . well, they sort of disappeared for awhile too, displaced from the attention of the performance conscious public by Pontiac, Ford, Dodge, Chevy, Plymouth, Mercury and even Buick, of all cars.

There was a time too, when Oldsmobile was considered General Motors' experimental division, with all the trick stuff appearing on Oldsmobiles for test marketing. Olds owners felt special; they got the first crack at new goodies such as the Rocket V-8, the first hot overhead valve V-8, and, of course, the Hydra-Matic.

This aggressive, pioneering spirit seemed to have been lost in the tasteless days of the mid-Fifties, and for a decade Oldsmobiles were nearly invisible. The 1958s were probably the worst, but matters hardly improved when the Sixties saw the outer space designs affected by Olds. The bright young engineers were channeled elsewhere, and the Olds division styling studios became the last stop for GM stylists on the way out.

Two years ago, the atmosphere suddenly brightened. Oldsmobile's reputation as an experimental division was brought back powerfully with the introduction of the unorthodox front-wheel-drive Toronado. The performance image has been somewhat more difficult to recapture, with GM's corporate ban on any form of racing and on power-to-weight ratios of less than 10 lbs/bhp. To come back in style there had to be a gimmick, such as, say, *handling* and *roadability*. The first 4-4-2 model, introduced in 1964, was an experiment to test public reaction to a fully road-worthy car. Thus far, the public at large seems no more excited about good handling in a hot intermediate than they did in the compact Corvair, but we think the 4-4-2 may be the best thing that has happened to Detroit since they started building cars there.

The 4-4-2 is the best handling car of its type we've ever tested. Instead of the typical horrendous understeer generally found on domestic cars, the 4-4-2 is basically neutral under all conditions, although anyone who wishes to hang the tail out can easily induce power oversteer, with 440 lbs./ft. of torque driving through a 3.08 rear axle ratio. In the terminology used by Oldsmobile engineers, the 4-4-2 is a "high-gain, high-response" car. In more familiar language, it does what the driver orders it to do, quickly and smoothly. It's a driver's car.

Another factor in the 4-4-2's roadability is the newly-available disc front brake option. The normal drum brakes are adequate for the mild usage most F-85 models will

encounter, but the gutsy 4-4-2 demands the extra stopping power for repeated use that only discs can offer. In fact, the disc-front and rear-drum combination on our test car gave the shortest stopping distance of any sedan we tested. In our normal series of panic stops from 80 mph, the 4-4-2 stopped in 272 feet on the first run, for an average deceleration of .78 G, and showed very little fade on subsequent attempts. On the fourth run, it stopped in 329 feet (.65 G) with very little increase in pedal pressure. In addition, the directional stability was superb.

Complementing the brakes and handling is an improved three-speed Turbo Hydra-Matic transmission, an option that replaces the two-speed Jetaway unit. This year, the Hydra-Matic has been built especially for the 4-4-2, with torque converter ratios of 1.9 and 2.5 perfectly mated to the 400 cu. in. engine. It features a shifting arrangement that allows downshifts at any time, providing the resulting rpm will not exceed the 5200 rpm engine limit. Downshifting is automatic simply by dropping the lever into low range and waiting for the speed to equalize with engine rpms. Zap, second gear at 88 mph. Pow, first at 53 mph. Maximum gear retardation without worrying about matching rpm with gear ratios; no more double-clutching that manual four-speed, or cursing an inept automatic. The necessity, and much of the desirability of having a four-speed manual transmission is swept away by the introduction of the Oldsmobile 4-4-2 Turbo Hydra-Matic.

The other changes from 1966 are relatively minor. The suspension is the same, with front and rear anti-sway bars (perhaps this is the handling secret?). As in 1966 the springs are a bit soft, allowing the chassis to bottom too easily. The interior is irritating; it features an outstandingly comfortable and workable seating position, and the world's smallest tachometer, located in the center of a large dial that also contains an oil pressure gauge, a water temperature gauge, and an ammeter. To say they are slightly illegible is giving them a bit too much credit.

Overall, the 4-4-2 must be rated as the most desirable sports/sedan we have tested. It combines all the good handling qualities a reasonable man could desire into a sporting package suitable for both hard driving, and picking up the groceries. If these are the things America really wants and needs, then the 4-4-2 experiment will be a success. Spread the word.

## OLDSMOBILE 4-4-2

**Manufacturer:** Oldsmobile Division
General Motors Corporation
Lansing, Michigan

**Price as Tested:** $4033

### ENGINE

Water-cooled V-8, cast iron block, 5 main bearings
Bore x stroke . . . 4.00 x 3.97 in, 101.6 x 100.8 mm
Displacement . . . 400 cu. in, 6504 cc
Compression ratio . . . 10.5 to one
Carburetion . . . 1 x 4-bbl Rochester RPD
Valve gear . . . Pushrod operated overhead valves, hydraulic lifters
Power (SAE) . . . 350 bhp @ 5000 rpm
Torque . . . 440 lbs-ft @ 3600 rpm
Specific power output . . . 0.87 bhp per cu. in, 53.9 bhp per liter
Mileage . . . 11-17 mpg on premium fuel
Range on 20-gallon tank . . . 220-340 miles

### DRIVE TRAIN

Transmission . . . 3-speed automatic, plus torque converter

| Gear | Ratio | Overall | Mph/1000 rpm | Max mph |
|---|---|---|---|---|
| Rev | 2.08 | 6.40 | —11.8 | —61 |
| 1st | 2.48 | 7.64 | 9.8 | 53 |
| 2nd | 1.48 | 4.55 | 16.4 | 88 |
| 3rd | 1.00 | 3.08 | 25.2 | 130 |

Final drive ratio . . . 3.08 to one

### CHASSIS

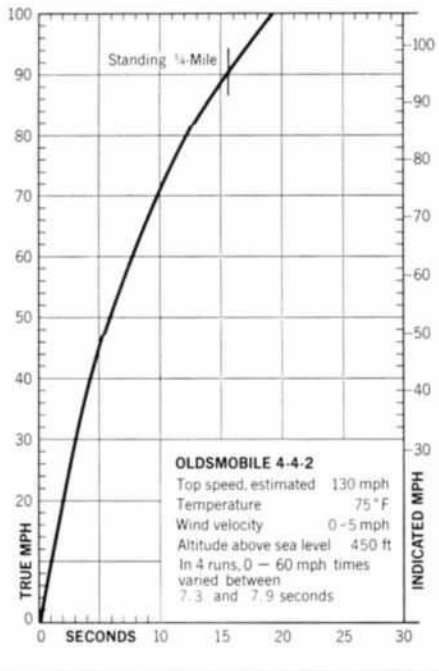
Wheelbase . . . 115.0 in
Track . . . F:58.0 R:59.0 in
Length . . . 203.2 in
Width . . . 75.8 in
Height . . . 53.6 in
Curb Weight . . . 3684 lbs
Test Weight . . . 4284 lbs
Weight distribution front/rear . . . 56.4/43.6%

Suspension F: Ind; unequal-length wishbones, coil springs, anti-sway bar
R: Rigid axle, coil springs, trailing arms with upper lateral links, anti-sway bar
Brakes Delco-Moraine 11.0-in. vented discs F, 9.5x2.0-in. drums R. 291.01 sq in swept area
Steering . . . recirculating ball
Turns . . . lock to lock 4.5
Turning circle . . . 41 ft.
Tires and wheels Firestone F70-14 Super Sports Wide Oval, on 5.5Jx14-in.

### ACCELERATION

| Zero To | Seconds |
|---|---|
| 30 mph | 3.0 |
| 40 " | 4.2 |
| 50 " | 5.7 |
| 60 " | 7.8 |
| 70 " | 10.0 |
| 80 " | 12.4 |
| 90 " | 15.6 |
| 100 " | 19.4 |

Standing ¼-mile . . . 91 mph in 15.8




### CHECK LIST

#### ENGINE

| | |
|---|---|
| Starting | Excellent |
| Response | Very Good |
| Noise | Good |
| Vibration | Good |

#### DRIVE TRAIN

| | |
|---|---|
| Clutch Action | — |
| Transmission Linkage | Very Good |
| Synchromesh Action | — |
| Power-To-Ground Transmission | Good |

#### BRAKES

| | |
|---|---|
| Response | Excellent |
| Pedal Pressure | Excellent |
| Fade Resistance | Very Good |
| Smoothness | Very Good |
| Directional Stability | Excellent |

#### STEERING

| | |
|---|---|
| Response | Excellent |
| Accuracy | Very Good |
| Feedback | Good |
| Road Feel | Poor |

#### SUSPENSION

| | |
|---|---|
| Harshness Control | Very Good |
| Roll Stiffness | Very Good |
| Tracking | Very Good |
| Pitch Control | Good |
| Shock Damping | Very Good |

#### CONTROLS

| | |
|---|---|
| Location | Good |
| Relationship | Fair |
| Small Controls | Very Good |

#### INTERIOR

| | |
|---|---|
| Visibility | Good |
| Instrumentation | Good |
| Lighting | Very Good |
| Entry/Exit | Very Good |
| Front Seating Comfort | Good |
| Front Seating Room | Very Good |
| Rear Seating Comfort | Fair |
| Rear Seating Room | Good |
| Storage Space | Good |
| Wind Noise | Very Good |
| Road Noise | Very Good |

#### WEATHER PROTECTION

| | |
|---|---|
| Heater | Excellent |
| Defroster | Excellent |
| Ventilation | Good |
| Weather Sealing | Excellent |
| Windshield Wiper Action | Excellent |

#### QUALITY CONTROL

| | |
|---|---|
| Materials, Exterior | Very Good |
| Materials, Interior | Very Good |
| Exterior Finish | Good |
| Interior Finish | Good |
| Hardware and Trim | Very Good |

#### GENERAL

| | |
|---|---|
| Service Accessibility | Good |
| Luggage Space | Very Good |
| Bumper Protection | Good |
| Exterior Lighting | Very Good |
| Resistance to Crosswinds | Very Good |

# PLYMOUTH GTX

## A swell car to get away from it all . . . all those GTOs, 4-4-2s, etc.

Pontiac GTO lovers better take their performance image and head for the hills. The Plymouth boys have breathed new life into the old 440 engine to produce a new monster capable of blowing off everything including a street Hemi up to 100 mph. Yes, it's another one of *those* cars, with a huge engine in a short-wheelbase (116-in.) body. And it has been named, appropriately we think, the GTX.

It uses the revitalized Super Commando 440 cu. in. V-8 as standard equipment and the famous 426 Hemi is optional. Despite more mass up front it is without a doubt the best-handling big Plymouth yet, although braking ability with the optional discs seems slightly down from last year. The new 440 produces 375 hp at 4600 rpm with 480 lbs./ft. of torque at 3200 rpm. Coupled with Chrysler's excellent TorqueFlite automatic transmission, which was on our test car, it is a joy to drive.

We like the GTX for several reasons, aside from its ability to turn 0 to 60 mph times consistently at 6.0 seconds. There are a great many sports sedans with similar capabilities, but the majority fall all over themselves when they arrive at their first twisting road. Not so the GTX. It sticks, and sticks well, under practically all road conditions. The front suspension uses high-rate torsion bars, heavy duty shock absorbers and a 0.94-in. diameter anti-sway bar. This heavy-duty set-up, plus excellent suspension geometry designed to keep the front wheels at right angles to the road surface, keeps the tires in firm contact with the ground. The rear suspension appears, at first glance, to be a paradox. There is nothing to control axle movement other than two semi-elliptic leaf springs and heavy-duty shock absorbers. But the anticipated axle tramp, leaf spring windup and resultant poor adhesion simply don't happen. Instead it behaves beautifully. The secret is in the location of the axle brackets on the leaf spring. With most suspensions of this type, the axle is attached at the spring half-way point, just like Grandpa's buggy. On the GTX, and other Chrysler products, the axle is attached approximately ⅓ of the total spring length from the front pivot. This enables the spring to act as a traction rod—at the same time, the pivot is too close to the axle's mass for the spring to flex torsionally. Thus the rear is well located without adding expensive links.

The only real fault in the GTX's handling is the overlight power steering. We don't enjoy wrestling with brutally stiff steering, but the GTX is the other extreme.

The GTX stands out in traffic like Lester Maddox would in Watts. The car's special identity is dramatized by detail chrome strips around the fender lips, twin simulated air scoops on the hood and contrasting racing stripes that run the length of both front and rear decks. A special grille provides instant recognition at the front, and a similar trim panel between the tail lights does the job for the rear. A final touch is provided by a chrome pop-open gas filler on the left rear fender.

Inside, the GTX is uncluttered but mundane with a standard Belvedere dash and a console-mounted tachometer set so far forward and so low that it's visible mainly to rear-seat passengers. The one redeeming feature of the interior design is a pair of very comfortable and attractive thin-shell bucket seats. They allow the occupant to sit high for improved comfort and visibility, and are firm enough to prevent fatigue. A new safety feature, which is incorporated into practically all American 2-door cars for 1967, is a locking front seat back to prevent the seat from folding forward during a crash. But it all felt a little loose and uncertain on our test car and there were two or more inches of play before it hit its stop.

We have saved our strongest criticism for last; the brakes, despite being discs with rear drums, faded horribly. We conducted our standard 80-0 panic stop series and were unable to record a practical stopping distance on the third run of the set. The first stop came in 318 ft., the second was worse, and on the third try we wondered if it would stop at all. To re-check, we allowed the brakes to cool and repeated the procedure, with similar results. In view of the fairly good times recorded on the first stop in both test series, we would guess that the GTX brakes are not dissipating heat rapidly enough, causing the pads to glaze.

Overall, we were impressed with the GTX. The drive train felt really solid and reliable. It had better be—it's covered by the Chrysler 5-year, 50,000-mile warranty. Along with the manual 4-speed transmission, you will receive an additional performance package on the engine, and a heavier drive train. Chrysler says this additional equipment is included primarily to ensure drive-train reliability. At the same time it practically guarantees GTX owners of being the fastest thing at the drag strip. And even if it won't slow down at the end of a run, it'll stick like sin in that high-speed U-turn. GTO owners had better look to their defenses.

## PLYMOUTH GTX

**Manufacturer:** Chrysler-Plymouth Division
Chrysler Motors Corp.
12200 East Jefferson
Detroit, Michigan

**Price as Tested:** $3720

### ENGINE

Water-cooled V-8, cast iron block, 5 main bearings

| | |
|---|---|
| Bore x stroke | 4.32 x 3.75 in, 109.7 x 95.2 mm |
| Displacement | 440 cu. in, 7154 cc |
| Compression ratio | 10.1 to one |
| Carburetion | 1 x 4 bbl Carter |
| Valve gear | Pushrod-operated overhead valves, hydraulic lifters |
| Power (SAE) | 375 bhp @ 4600 rpm |
| Torque | 480 lbs-ft @ 3200 rpm |
| Specific power output | 0.85 bhp per cu. in, 52.4 bhp per liter |
| Mileage | 11-15 mpg on premium fuel |
| Range on 19.0-gallon tank | 209-285 miles |

### DRIVE TRAIN

Transmission . . . 3-speed automatic, plus torque converter

| Gear | Ratio | Overall | Mph/1000 rpm | Max mph |
|---|---|---|---|---|
| Rev | 2.20 | 7.10 | −10.7 | −53 |
| 1st | 2.45 | 7.91 | 10.2 | 51 |
| 2nd | 1.45 | 4.68 | 16.3 | 81 |
| 3rd | 1.00 | 3.23 | 23.6 | 118 |

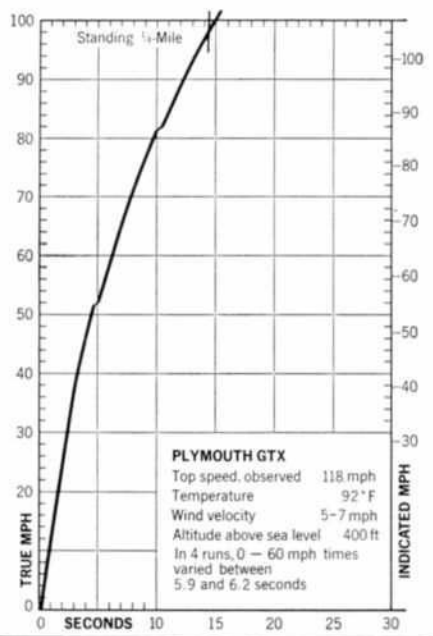
Final drive ratio . . . . . 3.23 to one

### CHASSIS

| | |
|---|---|
| Wheelbase | 116.0 in |
| Track | F: 59.5 R: 58.5 in |
| Length | 200.5 in |
| Width | 76.4 in |
| Height | 54.0 in |
| Curb Weight | 3869 lbs |
| Test Weight | 4009 lbs |
| Weight distribution front/rear | 54/46% |
| Suspension | F: Ind., unequal length wishbones, torsion bars, anti-sway bar<br>R: Rigid axle, semi-elliptic leaf springs |
| Brakes | 11.04-in vented discs F, 10.0-in drums R, 387.7 sq in swept area |
| Steering | Recirculating ball |
| Turns, lock to lock | 5.3 |
| Turning circle | 41 ft. |
| Tires and wheels | Goodrich 7.75 x 14 on 5.5K rims |

### ACCELERATION

| Zero To | Seconds |
|---|---|
| 30 mph | 2.3 |
| 40 " | 3.2 |
| 50 " | 4.4 |
| 60 " | 6.0 |
| 70 " | 7.7 |
| 80 " | 9.7 |
| 90 " | 12.3 |
| 100 " | 15.1 |
| Standing ¼-mile | 98 mph in 14.4 |




### CHECK LIST

| | |
|---|---|
| **ENGINE** | |
| Starting | Very Good |
| Response | Very Good |
| Noise | Good |
| Vibration | Good |
| **DRIVE TRAIN** | |
| Clutch Action | Very Good |
| Transmission Linkage | Very Good |
| Synchromesh Action | Very Good |
| Power-To-Ground Transmission | Very Good |
| **BRAKES** | |
| Response | Very Good |
| Pedal Pressure | Excellent |
| Fade Resistance | Poor |
| Smoothness | Very Good |
| Directional Stability | Very Good |
| **STEERING** | |
| Response | Good |
| Accuracy | Good |
| Feedback | Good |
| Road Feel | Poor |
| **SUSPENSION** | |
| Harshness Control | Good |
| Roll Stiffness | Good |
| Tracking | Good |
| Pitch Control | Very Good |
| Shock Damping | Good |
| **CONTROLS** | |
| Location | Good |
| Relationship | Good |
| Small Controls | Very Good |
| **INTERIOR** | |
| Visibility | Very Good |
| Instrumentation | Fair |
| Lighting | Very Good |
| Entry/Exit | Very Good |
| Front Seating Comfort | Very Good |
| Front Seating Room | Excellent |
| Rear Seating Comfort | Fair |
| Rear Seating Room | Fair |
| Storage Space | Good |
| Wind Noise | Fair |
| Road Noise | Good |
| **WEATHER PROTECTION** | |
| Heater | Very Good |
| Defroster | Very Good |
| Ventilation | Very Good |
| Weather Sealing | Excellent |
| Windshield Wiper Action | Very Good |
| **QUALITY CONTROL** | |
| Materials, Exterior | Very Good |
| Materials, Interior | Good |
| Exterior Finish | Very Good |
| Interior Finish | Good |
| Hardware and Trim | Good |
| **GENERAL** | |
| Service Accessibility | Good |
| Luggage Space | Very Good |
| Bumper Protection | Very Good |
| Exterior Lighting | Very Good |
| Resistance to Crosswinds | Excellent |


# PONTIAC GTO

## Holding on to first place in the performance field is no easy stunt . . . the GTO just makes it seem easy.

Power! Action! Excitement! What? What else, the Original GeeTeeOoo. The Tiger is back again for '67, stronger and even less civilized than before. And now that competition has gotten greater, it has a few new tricks for the game it invented. It's the same story that excited America five years ago, and as with most good stories the imitators can't outdo the originator. Winning a chess game against Bobby Fischer would be easier than beating a GTO for all around performance, comfort and sheer good looks.

For the new year, Pontiac's prize has received a distinctive wire-mesh grille, a different rear end treatment, and even better handling through the adoption of Firestone F70-14 Super Sport Wide Oval tires. Under the hood things have also changed a bit, with 400 cubic inches now the only available engine displacement. Two variations on this theme are available, one pumping out a relatively mild 335 horsepower at 5000 rpm, with 441 lbs./ft. of torque, while the High Output version boasts 400 horsepower at 5200 rpm, and 441 lbs./ft. of torque at 3400 rpm. Either one propels the 3600-pound GTO in an outstanding manner.

The drive train on our test car included the H.O. engine, the Close Ratio four-speed transmission, a 4.33-to-one limited slip differential and the Wide Oval tires. This set up is strictly for jack-rabbit acceleration and—except to impress automotive journalists—we'd be hard put to recommend it. Even for drag racing it peaks out too quickly to be much of a competitive threat. Our top speed —limited by the 5200 rpm red line— was just 91 mph, which was attained in 13.4 seconds and well within a quarter of a mile from the starting point. We can just see all those Sunday afternoon hotshoes figuring they have it in the bag only to get blown off in the last few feet. By over-revving to 5600 rpm, at which point the valve lifters pumped up, we were able to sneak up to top speed of 98 mph. On the way up to this speed, our 0 to 60 mph time was 6.9 seconds, and this included delays caused by two rather leisurely shifts (speed shifting and general tightening up on starting technique might cut off almost a full second here). Quite plainly then, the C.R. gearbox coupled with the 4.33 axle is not for commuting to the station or fetching groceries.

The GTO (our test car excepted) is generally at ease on highways or winding country roads. Its suspension is firm enough to absorb bumps and ruts, yet soft enough to make America's great concrete and asphalt ribbons feel as smooth as they look. To balance this ride, we recommend the optional disc brakes for the front wheels; at least they come a lot closer to giving stopping power in proportion to engine power. The standard drum brakes simply are not efficient enough to stop the GTO. During our high-speed braking tests they grabbed badly on the second stop from 80 mph and we ended up sliding all over the road.

The suspension is straightforward in design and execution, with unequal-length wishbones at the front and a rigid rear axle suspended by twin trailing links and two transverse links. Both ends use coil springs and with the optional handling package, heavy duty shocks are thrown in. Also included in the handling option is a heavier front anti-sway bar. It effectively reduces body roll with-

out radically changing ride comfort as would stiffer springs.

As with most Super Cars, we would not buy the GTO without its optional handling kit. It gives the car a harsher ride, but the added adhesion and reduction in body roll is well worth it; particularly in terms of control and security at high speeds on secondary roads. With just the normal suspension arrangement, the GTO understeers alarmingly and is quite a handful to drive. But when the optional handling goodies are added it becomes almost neutral (although still tending to understeer slightly) and is a much better balanced car.

Our test car was also equipped with the optional hood-mounted tachometer which is both convenient and easy to read despite having only 120° sweep. However, we can only guess what happens during night driving. It seems that a light mounted on the hood and aimed at the driver's eyes—as the light on the tach is—would not only cause his pupils to dilate but would be an annoying distraction from the crucial task of watching the road ("But officer, I was only turning 3800 rpm when I went into the swimming pool"). The standard dashboard contains full instrumentation, including a large, round 270° sweep tachometer mounted adjacent to an equally large speedometer. Plans call for substitution of a clock for the standard tach when the hood-mounted model is ordered, but our test car had both which led to all sorts of eye-hopping to see if they registered the same.

The interior is neatly upholstered in vinyl and bucket seats are standard on all models. We adapted very well to the low GTO seats and rate the overall relationship of driver to steering wheel, controls and gearshift as excellent. Forward visibility is also very good. Unfortunately it is the only direction where an unobstructed view is to be had. The rear quarter is practically blind because of styling considerations, front quarter vision is obstructed by the wide windshield posts and vent window supports and rear vision is only moderately good due to the high deck.

Despite our criticisms, and despite being given a test car that was suited only for acceleration, we still like the GTO. No longer is it unique, it is now just one of the still growing parade of performance cars from Detroit. But it's the original and experience has helped it develop a character and a strong personality that all the others can only imitate. Being first is what made the GTO, and we see no reason for it to drop back to second at this point.

## PONTIAC GTO

**Manufacturer:** Pontiac Motor Division
General Motors Corp.
Pontiac, Michigan

**Price as Tested:** $2935

### ENGINE

Water-cooled V-8, cast iron block, 5 main bearings
Bore x stroke ..... 4.12 x 3.75 in, 105 x 95 mm
Displacement ..... 400 cu. in, 6440 cc
Compression ratio ..... 10.75 to one
Carburetion ..... 1x4 bbl Rochester
Valve gear .. Pushrod operated overhead valves, hydraulic lifters
Power (SAE) ..... 380 bhp @ 5100 rpm
Torque ..... 441 lbs-ft @ 3400 rpm
Specific power output .... 0.83 bhp per cu. in, 52 bhp per liter
Mileage ..... 7-9 mpg on premium fuel
Range on 21.5-gallon tank ..... 151-194 miles

### DRIVE TRAIN

Clutch ..... 10.4-inch single dry plate
Transmission .4-speed manual, all synchromesh

| Gear | Ratio | Overall | Mph/1000 rpm | Max mph |
|---|---|---|---|---|
| Rev | 2.27 | 9.82 | —9.8 | —52 |
| 1st | 2.20 | 9.53 | 8.8 | 46 |
| 2nd | 1.64 | 7.10 | 10.3 | 58 |
| 3rd | 1.28 | 5.54 | 15.1 | 78 |
| 4th | 1.00 | 4.33 | 19.6 | 98 |

Final drive ratio ..... 4.33 to one

### CHASSIS

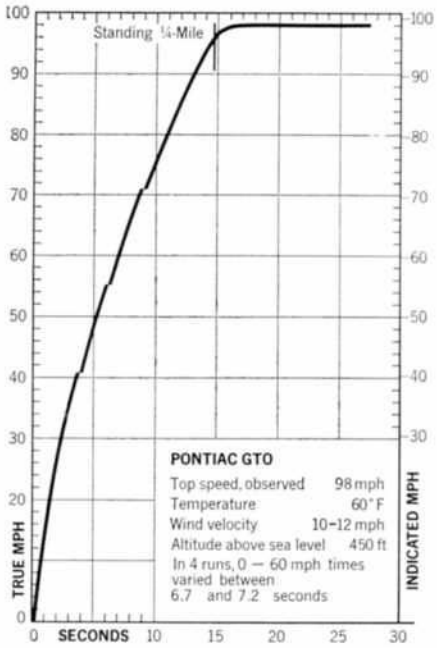
Wheelbase ..... 115.0 in
Track ..... F: 58.0 R: 59.0 in
Length ..... 206.6 in
Width ..... 74.7 in
Height ..... 53.7 in
Curb Weight ..... 3593 lbs
Test Weight ..... 3993 lbs
Weight distribution front/rear ..... 57/43%

### SUSPENSION:

F: Ind., unequal-length wishbones, links, coil springs, anti sway bar
R: Rigid axle and locating links, coil springs
Brakes ..... 9.5-in drums F, 9.5-in drums R, 269.2 sq in swept area
Steering ..... Recirculating ball
Turns, lock to lock ..... 4.25
Turning circle ..... 41 ft.
Tires and wheels ..... Firestone F70x14, on 6.0JK rims

### ACCELERATION

| Zero To | Seconds |
|---|---|
| 30 mph | 2.4 |
| 40 | 3.6 |
| 50 | 5.2 |
| 60 | 6.9 |
| 70 | 8.6 |
| 80 | 10.8 |
| 90 | 15.0 |
| Standing ¼-mile | 96 mph in 14.7 |




## CHECK LIST

### ENGINE

Starting ..... Very Good
Response ..... Excellent
Noise ..... Fair
Vibration ..... Poor

### DRIVE TRAIN

Clutch Action ..... Very Good
Transmission Linkage ..... Excellent
Synchromesh Action ..... Very Good
Power-To-Ground Transmission ..... Very Good

### BRAKES

Response ..... Good
Pedal Pressure ..... Fair
Fade Resistance ..... Good
Smoothness ..... Good
Directional Stability ..... Poor

### STEERING

Response ..... Excellent
Accuracy ..... Good
Feedback ..... Fair
Road Feel ..... Fair

### SUSPENSION

Harshness Control ..... Fair
Roll Stiffness ..... Excellent
Tracking ..... Very Good
Pitch Control ..... Very Good
Shock Damping ..... Fair

### CONTROLS

Location ..... Very Good
Relationship ..... Excellent
Small Controls ..... Very Good

### INTERIOR

Visibility ..... Fair
Instrumentation ..... Excellent
Lighting ..... Very Good
Entry/Exit ..... Good
Front Seating Comfort ..... Very Good
Front Seating Room ..... Excellent
Rear Seating Comfort ..... Fair
Rear Seating Room ..... Fair
Storage Space ..... Very Good
Wind Noise ..... Poor
Road Noise ..... Fair

### WEATHER PROTECTION

Heater ..... Excellent
Defroster ..... Excellent
Ventilation ..... Very Good
Weather Sealing ..... Very Good
Windshield Wiper Action ..... Good

### QUALITY CONTROL

Materials, Exterior ..... Very Good
Materials, Interior ..... Excellent
Exterior Finish ..... Good
Interior Finish ..... Good
Hardware and Trim ..... Very Good

### GENERAL

Service Accessibility ..... Good
Luggage Space ..... Very Good
Bumper Protection ..... Good
Exterior Lighting ..... Very Good
Resistance to crosswinds ..... Very Good

# CHEVROLET IMPALA SS 427

## Neither fire-breather nor yacht, the SS 427 strikes a nice compromise.

Automobiles have changed a lot during the past few years and one of the best ways they have changed is the profusion of body styles, sizes and optional equipment. A prime example is the non-performance oriented Chevrolet line. It used to be that if a car was equipped with a hot engine and heavy duty suspension, it was unmanageable in traffic or even on most highways. Times have certainly changed for the better. Case in point, our test car, a 1967 Chevrolet SS 427 with three-speed Turbo Hydra-Matic transmission, air conditioning and stereo AM/FM radio.

We'd call it a luxury car only it goes too fast and it doesn't have a true luxury price-tag (or the right "name"). So instead we'll call it a Sport Sedan although it really isn't comfortable in that category either. For one thing the SS 427 rides just like the advertisements say, Jet Smoooooth. Secondly, with every conceivable creature comfort available for installation, how can you justify calling one of these cars sporty? So until someone comes along with a category tailor-made for this car, the best we can do is to call it sorta-sporty.

In this notch it does just fine. For example, it accelerates well, with 0 to 60 mph times in the 7.2 to 7.6 second range—pretty impressive. But it's the manner in which the SS 427 does it. All that happens is the car gathers up its fender skirts and rushes along until, *wham*, 60 mph has arrived. A sport sedan should have a more brutal impact in order to deserve the name. Another thing slightly out of kilter is cornering. The Chevy rolls a whole lot, understeers a little and does it all at deceptively high speeds. It's like a power boat in rough water; all the splashing and thrashing disguises the fact that you're moving faster than the skippers of old Yankee Clippers dared to dream. A true sports-car also goes rapidly around a bend, but the body doesn't roll so much and the ride is terribly, terribly stiff —not so dramatic, but not so comfortable either.

We'll confess, sporting or not, the SS 427 is one heck of a good handling machine. The blue hardtop we tested was not equipped with the heavy-duty suspension we recommend, but it still cornered very well and had some semblance of evasive maneuverability.

The SS 427 suspension is general-issue GM all the way. It consists of upper and lower unequal-length wishbones, coil springs and an anti-sway bar at the front. In the rear is a Hotchkiss axle controlled by twin trailing links and opposing lateral links to aid in location. Bending our test SS 427 into a sharp bend gave a multitude of sensations, including a strong understeer and enough body roll to make it feel as though the door sills were about to scrape the road. At this point we realized any more speed would cause the oil pan to make like a plow as we left the road for the open fields beyond. But with all this warning, we avoided going on our head and are here to report that despite all the understeer and rolling, the SS 427 is still a good handling car. Our test car also came equipped with the optional 11.75-in disc brakes. While they didn't impress us as the best that could be done, they are an aw-

ful lot better than the standard drums.

To the first-time viewer the most impressive thing about the Impala SS 427 is, of course, that 427 cu. in. engine. It was developed back in 1962 and '63 for Junior Johnson's use on the NASCAR circuit. It is a direct descendant of the famous "porcupine head" mystery engine that neatly dusted off the best Ford, Chrysler and Pontiac could muster.

In 1964, Chevrolet introduced a much modified version of the same engine design in 396 cu. in. Corvettes, and later it was used in the same form for the Chevelle. Now it's back to the 427 cu. in. displacement it originally had and is available in the Impala line. Naturally it is not quite the same thing that Junior Johnson used in his heyday. Bore and stroke has been changed and valve incline angles are different, but this still doesn't stop it from occasionally revealing its heritage. It breathes very freely and even with hydraulic lifters, one has the impression that there really isn't any limit to available revs. Unfortunately this is not quite the case, but it still produces 385 horsepower at 5200 rpm, with 460 lbs./ft. or torque at 3600 rpm. The tachometer, when fitted, is redlined at 6000 rpm, above which the lifters pump up to solid lumps and prudence dictates staying within the limit.

As with many of the 1967 cars from Detroit, the Impala SS 427 just doesn't offer the visibility it should. Front and side vision isn't too bad but beyond that you've taken a step into the twilight zone. The massive rear supports for the hardtop—*a la* Riviera—create enormous blind spots on either side and the relatively high rear deck also limits rear vision. As with most Chevys, a lot of attention has been given to seating comfort. This pays off in plenty of leg and shoulder room as well as a luxurious yet well-supported seating position.

Overall the SS 427 is a very interesting car. It has the power to rate among the fastest of Sports Sedans (sporty cars if you prefer) and yet is smooth riding and thoroughly plesant to live with. In addition it is large enough to carry five passengers and their luggage over long distances, all without undue stress and strain. And the Impala has a long list of options for performance, handling, comfort and style. Depending on your inclination or need, it can be a very good high performance machine or a luxury land cruiser. Either way you can't go too far wrong.

## CHEVROLET IMPALA SS 427

**Manufacturer:** Chevrolet Division
General Motors Corp.
Detroit, Michigan

**Price as Tested:** $4436

### ENGINE

Water-cooled V-8, cast iron block, 5 main bearings
Bore x stroke ..... 4.25 x 3.76 in, 107 x 95 mm
Displacement ..... 427 cu. in, 6874 cc
Compression ratio ..... 10.25 to one
Carburetion ..... 1 x 4-bbl Rochester
Valve gear .. Pushrod-operated overhead valves, hydraulic lifters
Power (SAE) ..... 385 bhp @ 5200 rpm
Torque ..... 460 lbs-ft @ 3500 rpm
Specific power output ..... 0.91 bhp per cu. in, 56 bhp per liter
Mileage ..... 12-14 mpg on premium fuel
Range on 24-gallon tank ..... 288-336 miles

### DRIVE TRAIN

Transmission ... 3-speed automatic plus torque converter

| Gear | Ratio | Overall | Mph/1000 rpm | Max mph |
|---|---|---|---|---|
| Rev | 2.08 | 6.39 | —12.3 | —65 |
| 1st | 2.48 | 7.61 | 10.3 | 55 |
| 2nd | 1.48 | 4.54 | 16.9 | 88 |
| 3rd | 1.00 | 3.07 | 25.1 | 130 |

Final drive ratio ..... 3.07 to one

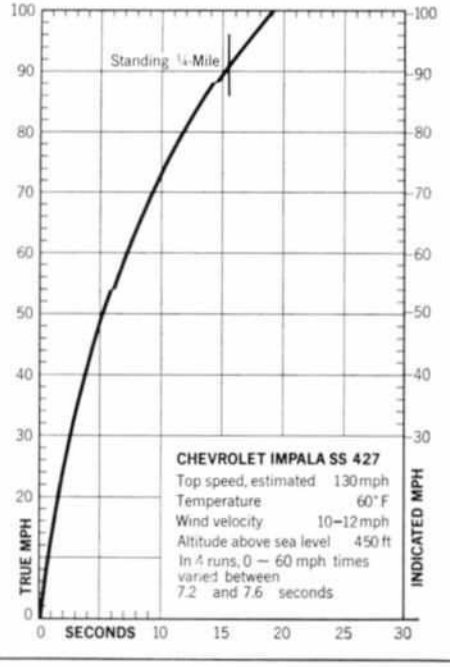
### CHASSIS

Wheelbase ..... 119.0 in
Track ..... F: 62.5 R: 62.4 in
Length ..... 213.2 in
Width ..... 79.9 in
Height ..... 55.4 in
Curb Weight ..... 3952 lbs
Test Weight ..... 4252 lbs
Weight distribution front/rear ..... 53/47%

Suspension F: Ind., unequal-length wishbones, coil springs, anti-sway bar
R: Rigid axle and locating links
Brakes ..... 11.75-in disc F, 11.0-in drum R, 319.6 sq in swept area
Steering ..... Recirculating ball
Turns, lock to lock ..... 4.2
Turning circle ..... 41 ft.
Tires and wheels ..... Goodyear G70 x 15 on 6JK rims

### ACCELERATION

| Zero To | Seconds |
|---|---|
| 30 mph | 2.7 |
| 40 " | 3.9 |
| 50 " | 5.2 |
| 60 " | 7.2 |
| 70 " | 9.3 |
| 80 " | 11.8 |
| 90 " | 15.3 |
| 100 " | 19.2 |
| Standing ¼-mile | 91 mph in 15.5 |




## CHECK LIST

### ENGINE

| | |
|---|---|
| Starting | Very Good |
| Response | Good |
| Noise | Very Good |
| Vibration | Very Good |

### DRIVE TRAIN

| | |
|---|---|
| Clutch Action | —— |
| Transmission Linkage | —— |
| Synchromesh Action | —— |
| Power-To-Ground Transmission | Good |

### BRAKES

| | |
|---|---|
| Response | Good |
| Pedal Pressure | Very Good |
| Fade Resistance | Good |
| Smoothness | Good |
| Directional Stability | Very Good |

### STEERING

| | |
|---|---|
| Response | Good |
| Accuracy | Good |
| Feedback | Fair |
| Road Feel | Good |

### SUSPENSION

| | |
|---|---|
| Harshness Control | Very Good |
| Roll Stiffness | Poor |
| Tracking | Good |
| Pitch Control | Fair |
| Shock Damping | Very Good |

### CONTROLS

| | |
|---|---|
| Location | Good |
| Relationship | Fair |
| Small Controls | Very Good |

### INTERIOR

| | |
|---|---|
| Visibility | Fair |
| Instrumentation | Good |
| Lighting | Very Good |
| Entry/Exit | Very Good |
| Front Seating Comfort | Excellent |
| Front Seating Room | Excellent |
| Rear Seating Comfort | Fair |
| Rear Seating Room | Fair |
| Storage Space | Fair |
| Wind Noise | Very Good |
| Road Noise | Very Good |

### WEATHER PROTECTION

| | |
|---|---|
| Heater | Excellent |
| Defroster | Excellent |
| Ventilation | Excellent |
| Weather Sealing | Excellent |
| Windshield Wiper Action | Very Good |

### QUALITY CONTROL

| | |
|---|---|
| Materials, Exterior | Very Good |
| Materials, Interior | Very Good |
| Exterior Finish | Very Good |
| Interior Finish | Very Good |
| Hardware and Trim | Very Good |

### GENERAL

| | |
|---|---|
| Service Accessibility | Fair |
| Luggage Space | Very Good |
| Bumper Protection | Very Good |
| Exterior Lighting | Very Good |
| Resistance to Crosswinds | Very Good |


# FORD 7-LITRE

## Luxury end of the Ford line features comfort, and a luxury price.

"Hey Marty, waddya wanna build this year?"

"I dunno, what have we done lately?"

"Well, we built a small car with big performance, a big car with small performance, a medium-size car with just about any kinda performance ya want, a big car with big performance, a luxury car . . ."

"Hey, we gotta luxury car with big performance?"

"Nah, waddya say we build something like that!"

"Yea hey, we'll make it real fancy, give it a swingin' name and shove that big 428 in it!"

With a sensitive finger on the public pulse, Ford introduced the 7-Litre over a year ago. In the short interval since then nearly everyone else has come up with some sort of *performance* luxury car, but—as has been the case of late—Ford was first and, quite possibly, the finest.

Make no mistake, the LTD 7-Litre is the top of the Ford line. With "distinctive" chrome strips and medallions, and quite obvious attention to quality control throughout, the Ford LTD is a cut above most other models in the Ford line. And with the "Quiet Man" gallavanting around Europe, showing his wares to automotive connoisseurs, Ford's advertising agency made certain that the public became aware of the LTD's higher quality.

For 1967 things have not changed too greatly. The car is slightly longer, although wheelbase remains the same, and the chrome trim has been changed somewhat. It is undeniably a very neat car, but there is no doubt that it is still a Ford and if you're considering buying a car for prestige, remember an awful lot of people are still going to think of it as a fancy Ford—not a Cadillac, not a Continental but a *Ford!*

To power this dreamboat, Ford bored and stroked its faithful old 390-cubic inch workhorse for the job, boosting displacement to 428 cubic inches. In case you haven't figured it out, that's 7 liters (spelled "litres" in Dearborn, Michigan) right on the button. This powerplant, which has rather restricted breathing but a terribly wide torque curve, should not be confused with Ford's hot 427, which serves as the company's outright performance engine. The two blocks are different and there is no more than a superficial resemblance to them. The 7-Litre is rated at 345 hp and, all in all, it's nothing more than an exceptionally large but fairly docile V-8. It will get to 60 mph in 8.1 seconds and will turn the quarter-mile in 16.5 seconds at 83 mph, although high speed touring on limited-access roads is where the LTD really shines. In terms of sheer power and interior comfort it is tremendous.

But any vehicle capable of speeds of this nature should be expected to stop efficiently. With disc brakes on the front, we had hopes that the LTD would have this ability. Unfortunately we found stopping distances to be just marginally acceptable. The forward weight transfer is so excessive that one is led to wonder just what the rear brakes are doing while the front pair smoke and fume through the agony of hauling this two-ton vehicle to a halt.

So this car will accelerate to, and cruise at, three-digit speeds, and it will stop with a certain amount of efficiency. But will it handle?

In a word, no.

Luxury equals softness in Detroitese and, unfortunately, this car

is a luxury sedan with a capital "L." We *know* Ford can build properly located suspensions with reasonable roll stiffness and harshness control, but even with the LTD's standard heavy-duty suspension package, there is too much roll and too much understeer, coupled with too much power. High speed cornering created massive understeer and the only way to maintain even partial control was to apply more lock and back off the throttle. Hardly what one expects in a $4,000 car proporting to be a high-performance machine.

As we mentioned earlier the riding comfort of the LTD is outstanding—almost good enough to make one overlook its other faults. The seats are richly upholstered and the front bench seat has nifty fold-down arm rests for both driver and passenger. Each are individually adjustable and are ideal for long trips. While the interior decor is subdued and attractive much of it has been scavanged from existing Thunderbird and Mustang components. The wheel is rimmed with a plastic that looks exactly like wood but isn't as slippery. Phony rivets dapple its surface and gee-whiz continental-type holes are cut in the spokes of the dished wheel. If you can stand it, all of the Thunderbird flashing lights and buttons are available in the 7-Litre too, and that means blinking signals when the door is ajar, when gas is low, when seat belts are unfastened, etc. It's kind of like walking down the Strip in Las Vegas when everything is blinking away, but it certainly does make you sit up and correct whatever is causing those lights to go off.

In the final analysis, the 7-Litre is an ultra-loaded Galaxie and very little more. Assembly techniques are the same, materials are perhaps a little better, and the options, save the engine and the interior trim, are practically the same. This is standard procedure among all major automakes, but we would like to think that the purchaser of a Ford costing something like $1500 more than the average model is getting something really unique. This is not the case, but the purchaser of a 7-Litre LTD is still receiving a fairly sophisticated automobile for his money. The car will travel in the sort of silent, high-speed manner that is becoming such an important part of the American driving scene and it will do it with reasonable operating costs and a high level of reliability. Now, if a little civility in the handling department can be added—and it wouldn't take much—we would really love this car.

## FORD 7-LITRE

**Manufacturer:** Ford Division
Ford Motor Company
Dearborn, Michigan

**Price as Tested:** $4164

### ENGINE

Water-cooled V-8, cast iron block, 5 main bearings
Bore x stroke ..... 4.13 x 3.98 in, 105 x 102 mm
Displacement ..... 428 cu. in, 7016 cc
Compression ratio ..... 10.5 to one
Carburetion ..... 1 x 4-bbl
Valve gear Pushrod-operated overhead valves, hydraulic lifters
Power (SAE) ..... 345 bhp @ 4600 rpm
Torque ..... 462 lbs-ft @ 2800 rpm
Specific power output ..... 0.81 bhp per cu. in, 49.3 bhp per liter
Mileage ..... 14-18 mpg on premium fuel
Range on 25-gallon tank ..... 350-450 miles

### CHASSIS

Wheelbase ..... 119.0 in
Track ..... F 62.0 R 62.0 in
Length ..... 213.0 in
Width ..... 79.0 in
Height ..... 54.7 in
Curb Weight ..... 4147 lbs
Test Weight ..... 4554 lbs
Weight distribution front/rear ..... 56/44%

Suspension F: Ind., upper wishbone, lower link and drag strut, coil springs, anti-sway bar
R: Rigid axle, locating links, coil springs

Brakes ..... 11.9-in discs F, 11-in drums R, 234 sq in swept area
Steering ..... Recirculating ball
Turns, lock to lock ..... 4
Turning circle ..... 41 ft.
Tires and wheels ..... 7.75 x 15 on 5.5-in rims

### DRIVE TRAIN

Transmission ... 3-speed automatic plus torque converter

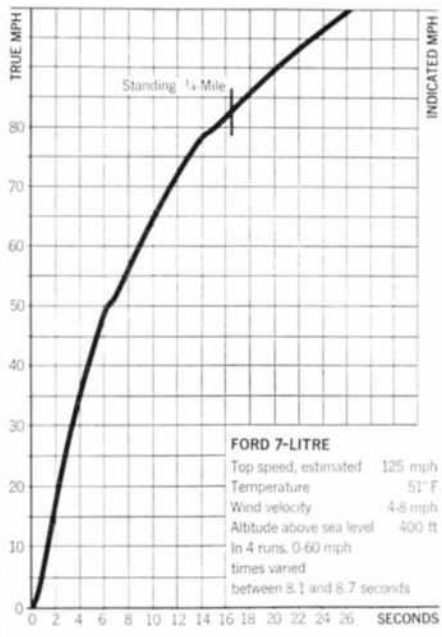
| Gear | Ratio | Overall | Mph/1000 rpm | Max mph |
|---|---|---|---|---|
| Rev | 2.18 | 6.10 | −12 | −52 |
| 1st | 2.46 | 6.88 | 11 | 50 |
| 2nd | 1.46 | 4.09 | 19 | 79 |
| 3rd | 1.00 | 2.80 | 28 | 125 |

Final drive ratio ..... 2.80 to one

### ACCELERATION

| Zero To | Seconds |
|---|---|
| 30 mph | 3.3 |
| 40 " | 4.6 |
| 50 " | 6.7 |
| 60 " | 8.1 |
| 70 " | 11.3 |
| 80 " | 15.2 |
| 90 " | 20.1 |
| 100 " | 26.6 |

Standing ¼-mile ..... 83 mph in 16.5




## CHECK LIST

### ENGINE

| | |
|---|---|
| Starting | Very Good |
| Response | Fair |
| Noise | Very Good |
| Vibration | Excellent |

### DRIVE TRAIN

| | |
|---|---|
| Clutch Action | |
| Transmission Linkage | |
| Synchromesh Action | |
| Power-To-Ground Transmission | Fair |

### BRAKES

| | |
|---|---|
| Response | Fair |
| Pedal Pressure | Fair |
| Fade Resistance | Fair |
| Smoothness | Poor |
| Directional Stability | Poor |

### STEERING

| | |
|---|---|
| Response | Good |
| Accuracy | Good |
| Feedback | Fair |
| Road Feel | Fair |

### SUSPENSION

| | |
|---|---|
| Harshness Control | Very Good |
| Roll Stiffness | Poor |
| Tracking | Fair |
| Pitch Control | Poor |
| Shock Damping | Poor |

### CONTROLS

| | |
|---|---|
| Location | Very Good |
| Relationship | Good |
| Small Controls | Fair |

### INTERIOR

| | |
|---|---|
| Visibility | Excellent |
| Instrumentation | Fair |
| Lighting | Very Good |
| Entry/Exit | Very Good |
| Front Seating Comfort | Very Good |
| Front Seating Room | Very Good |
| Rear Seating Comfort | Good |
| Rear Seating Room | Very Good |
| Storage Space | Good |
| Wind Noise | Very Good |
| Road Noise | Very Good |

### WEATHER PROTECTION

| | |
|---|---|
| Heater | Excellent |
| Defroster | Very Good |
| Ventilation | Very Good |
| Weather Sealing | Very Good |
| Windshield Wiper Action | Excellent |

### QUALITY CONTROL

| | |
|---|---|
| Materials, Exterior | Very Good |
| Materials, Interior | Good |
| Exterior Finish | Good |
| Interior Finish | Good |
| Hardware and Trim | Good |

### GENERAL

| | |
|---|---|
| Service Accessibility | Fair |
| Luggage Space | Excellent |
| Bumper Protection | Very Good |
| Exterior Lighting | Excellent |
| Resistance to Crosswinds | Very Good |

# BUICK RIVIERA

## If you're in the market to impress the "have-nots," here's your yacht.

Riviera . . . a magic word for most people, a valuable word for Buick since introduction of its car by that name in 1963. Riv--iee-err--aah, even without Ev Dirksen's well oiled locution, it is a sensuous sound; bringing to mind an instant association with sand, fun, yachts and class—by all means let's not forget *class*. Money too, is involved. The money one pays for a car with that magic name and the beautiful image it invokes. The Buick Riviera has been a winner for over four years and in 1967 it will undoubtedly continue as one of America's top cars.

Basically the Riviera is a straightforward design powered by a 430 cu. in. V-8 introduced for 1967. Coupled with this new powerplant is a Turbo Glide transmission made by GM's Hydra-Matic division and, further along the drive train, is the rear axle suspended by trailing links and a track bar. It is a five passenger sedan of the type we classify as luxury/personal. Other cars in this category—competing for the upper end of the middle-price bracket (read future Cadillac owners)—are the Thunderbird and Toronado. In this segment of the market cars often seem slightly out of touch with reality and one might wonder why people beat down doors to buy them. Take the Riviera for example. It is one of the industry's styling leaders, having brought the high-hipped look into the market in 1963. But with this styling doctrine, bumpers are useless because of being moulded flush with the sheet metal around them. And while seating is great in the front, the poor rear seat passengers find their shins or knees being constantly gouged by ashtrays mounted on the backs of the front seats. The list of paradoxes goes on and on. Such incongruous things as excellent forward visibility completely negated by the high degree of cervical dexterity required to see around the rear roof supports and a suspension only its designer could love. These are just a few of the aspects of the Riviera, and its ilk, that we cannot understand.

The suspension is far too soft for backroad usage, and the power steering gives the driver only a minimum of road feel. This would appear to make the car ideal for highway cruising where any little vibration or noise can become tiring. But once again, high speed cruising is not the Riviera's long suit. On asphalt surfaces the ride is good—although the car tends to follow even the smallest road ripple; on concrete surfaces, such as found on most interstate highways, the expansion joints cause the rear axle to hop forward and back in its rubber bushings. This motion makes the driver acutely aware of constant wheelbase changes and prompts a feeling of general instability. After an hour of driving with this slight forward, slight backward motion, the Riviera is enough to drive you out of your head.

A twisting mountain road? Forget it. The brakes are satisfactory, but the shocks are too soft and so is the suspension. On top of that the rear axle is too loosely located.

Commuting in city traffic? Maybe, but remember that large targets are easier to hit and even a submarine commander has a better idea of what is going on behind him. At least in a submarine they admit its shortcomings and provide those in command with periscopes and sonar. The Riviera makes no such admis-

sion and the driver is left to his own devices to figure out what is going on behind those massive roof supports. A factor making travel in heavy traffic even more of a task is the wrap-around front and rear fenders which effectively hide head and tail lights from almost any angle other than straight on.

You may have gathered that we don't like the Riviera very much. That's right we don't; but it isn't any worse than other cars in the luxury/personal category, and in fact, it is probably the best. The styling is as handsome as it is unfortunate, but then most things that are "styled" do end up being unfortunate so we'll make allowances for that. But the area we can't overlook is suspension. Buicks have always been softly sprung, but the Riviera's very soft shock absorbers and ultra-low spring rates are ridiculous. In 1966 we tested the Riviera Gran Sport, and liked it very much with the exception of its soft shocks. Installing Konis would be a terrific improvement and would change the whole character of the car for the better. In one other area the route to improvement is clearly marked; the rear axle should have some of the rubber thinned down or else a new rear suspension should be devised. Ferraris have proven that well-located solid axles can be safe and enjoyable, and it would help Buick quite a bit if it too would develop an axle that stays where it should.

So what did we like about the car? The seats are extremely comfortable, and rate with the best we've seen. The instruments are legible, very attractive and comprehensive. And, throughout the car, a very high level of craftsmanship is displayed.

The Riviera is not lacking in performance either, with quarter mile times of 16.5 seconds at 85 mph being easily attainable. Our test car was equipped with Buick's specialty, big aluminum finned drums at the front end and cast iron drums in the rear. Even after hard usage we didn't encounter any appreciable fading. Still, an optional disc brake system is available and even Buick personnel admit it is better for prolonged severe usage. Gas consumption—in the 12 to 14 mpg range—is rough on the wallet, but pikers aren't apt to drive around in Rivieras so we'll just mention it in passing.

If a prestige car is what you're after, and if high-style is a necessity, then the Riviera fills the bill. But either bring along your Dramamine or don't forget to install Koni shocks before you drive it away.

## BUICK RIVIERA

**Manufacturer:** Buick Motor Division
General Motors Corp.
Flint, Michigan

**Price as Tested:** $4469

### ENGINE

Water-cooled V-8, cast iron block, 5 main bearings

| | |
|---|---|
| Bore x stroke | 4.18x3.90 in, 106x99 mm |
| Displacement | 430 cu. in, 6923 cc |
| Compression ratio | 10.25 to one |
| Carburetion | 1x4 bbl. Rochester 4MU |
| Valve gear | Pushrod-operated overhead valves |
| Power (SAE) | 360 bhp @ 5000 rpm |
| Torque | 475 lbs-ft @ 3200 rpm |
| Specific power output | 0.84 bhp per cu. in, 52 bhp per liter |
| Mileage | 12-14 mpg on premium fuel |
| Range on 21-gallon tank | 252-294 miles |

### DRIVE TRAIN

Transmission: 3-speed automatic, plus torque converter

| Gear | Ratio | Overall | Mph/1000 rpm | Max mph |
|---|---|---|---|---|
| Rev | 2.08 | 6.38 | —12.90 | —58 |
| 1st | 2.48 | 7.61 | 10.72 | 49 |
| 2nd | 1.48 | 4.54 | 17.79 | 82 |
| 3rd | 1.00 | 3.07 | 26.91 | 118 |

Final drive ratio: 3.07 to one

### CHASSIS

| | |
|---|---|
| Wheelbase | 119.0 in |
| Track | F: 63.5 R: 63.0 in |
| Length | 211.3 in |
| Width | 79.4 in |
| Height | 54.2 in |
| Curb Weight | 4363 lbs |
| Test Weight | 4890 lbs |
| Weight distribution front/rear | 54/46% |

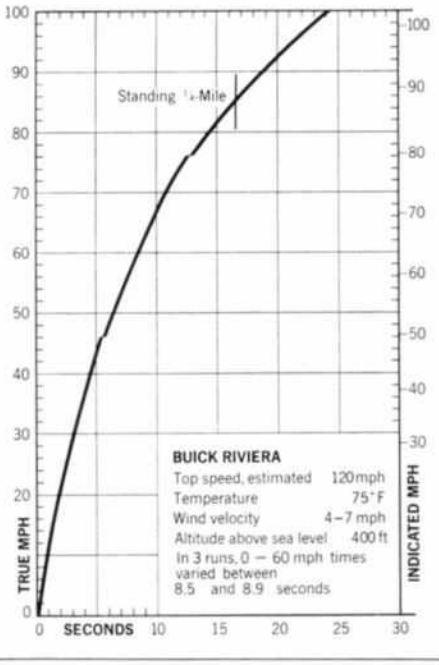
Suspension F: Ind., unequal-length wishbones, coil springs, anti-sway bar
R: Rigid Axle, two trailing arms, track bar, coil springs

Brakes: 12.0-in finned aluminum drum with cast iron liner F, 12.0 drum R, 320.5 sq in swept area

| | |
|---|---|
| Steering | Recirculating ball |
| Turns | lock to lock 3.75 |
| Turning circle | 42.3 ft. |
| Tires and wheels | Goodyear 3T Power Cushion 8.45x15, 6JK |

### ACCELERATION

| Zero To | Seconds |
|---|---|
| 30 mph | 3.0 |
| 40 " | 4.4 |
| 50 " | 6.4 |
| 60 " | 8.5 |
| 70 " | 11.0 |
| 80 " | 14.5 |
| 90 " | 18.8 |
| 100 " | 24.5 |
| Standing ¼-mile | 85 mph in 16.6 |




## CHECK LIST

### ENGINE

| | |
|---|---|
| Starting | Excellent |
| Response | Very Good |
| Noise | Very Good |
| Vibration | Excellent |

### DRIVE TRAIN

| | |
|---|---|
| Clutch Action | —— |
| Transmission Linkage | Fair |
| Synchromesh Action | —— |
| Power-To-Ground Transmission | Good |

### BRAKES

| | |
|---|---|
| Response | Very Good |
| Pedal Pressure | Excellent |
| Fade Resistance | Good |
| Smoothness | Good |
| Directional Stability | Good |

### STEERING

| | |
|---|---|
| Response | Good |
| Accuracy | Good |
| Feedback | Fair |
| Road Feel | Fair |

### SUSPENSION

| | |
|---|---|
| Harshness Control | Excellent |
| Roll Stiffness | Poor |
| Tracking | Fair |
| Pitch Control | Very Good |
| Shock Damping | Very Good |

### CONTROLS

| | |
|---|---|
| Location | Very Good |
| Relationships | Very Good |
| Small Controls | Good |

### INTERIOR

| | |
|---|---|
| Visibility | Fair |
| Instrumentation | Very Good |
| Lighting | Very Good |
| Entry/Exit | Very Good |
| Front Seating Comfort | Excellent |
| Front Seating Room | Very Good |
| Rear Seating Comfort | Good |
| Rear Seating Room | Fair |
| Storage Space | Good |
| Wind Noise | Excellent |
| Road Noise | Very Good |

### WEATHER PROTECTION

| | |
|---|---|
| Heater | Very Good |
| Defroster | Very Good |
| Ventilation | Excellent |
| Weather Sealing | Very Good |
| Windshield Wiper Action | Excellent |

### QUALITY CONTROL

| | |
|---|---|
| Materials, Exterior | Excellent |
| Materials, Interior | Very Good |
| Exterior Finish | Excellent |
| Interior Finish | Very Good |
| Hardware and Trim | Excellent |

### GENERAL

| | |
|---|---|
| Service Accessibility | Good |
| Luggage Space | Fair |
| Bumper Protection | Fair |
| Exterior Lighting | Good |
| Resistance to Crosswinds | Excellent |

# OLDSMOBILE TORONADO

## When GM needs someone to blaze a trail, Olds goes into action.

Oldsmobile's Toronado has been on the market for over a year and it should be enough time to stand back and take a fair evaluation of its success. With a $4,500 plus price-tag, it's fairly obvious that the Toronado wasn't expected to sell like a Mustang, but the Thunderbird is a pretty logical opponent in the Ford stable, and the Toronado did fairly well against this established name; almost half as many Toronados were sold as Thunderbirds. How about bringing things closer to home—the Buick Riviera? Against its fellow GM product, the Toronado did even better—about two Toronados for every three Rivieras.

An even more telling point for the Toronado is its new imitator. Cadillac held back for a year gauging public acceptance of the front-wheel-drive Toronado and this year has come out with its own version. Whether the relationship of Cadillac's Eldorado (virtually identical except for coachwork, options and price-tag) and the Toronado will be symbiotic or parasitic remains to be seen. But, based on last year's record, it's reasonable to say that the Toronado was everything Oldsmobile hoped it would be. It's a deserved success—the Toronado is a fine car and should have proven that the buying public is appreciative of well designed automobiles even if they are a radical departure from the tried and true.

While many people expected the Toronado to magnify the faults of fwd cars because of its extra power and weight, it just didn't happen. In fact it's almost impossible to tell that this is a fwd car; instead it seems to be a very good handling and exceptionally roomy luxury/personal car. This impression is no accident. While Olds started to build a fwd car on a pretty standard American chassis, they ended up with a fwd car with a specially designed—and much stronger—chassis. As a result the car is predictable, strong, smooth and quiet.

The engine and transmission are not in themselves terribly exciting. Very simply the engine has been moved slightly to the right of center and the Hydra-Matic transmission is nestled on the big V-8's left side, carrying the power from the back of the engine to the front wheels via a chain drive and torque converter. Powerplant and transmission are assembled as a unit and are held in place by one front and two rear mounts.

The engine is a fairly standard 425-cu. in. Oldsmobile V-8 which has been moderately hopped up to produce 385 horsepower. The Toronado is heavy, very heavy, so the extra horses don't result in neck busting acceleration. Instead smoothness and torque are its greatest attributes.

The variable pitch torque converter is bolted to the rear of the engine, as usual, but the transmission had to be turned 180 degrees to get the power to the front wheels. This was accomplished through use of a two-inch, multiple-link chain which takes the drive from the converter to the planetary gear seat. The cast iron differential housing bolts directly to the transmission case and is thus offset substantially to the left of center. Planetary gears are used in the differential, instead of bevel gears, to keep the final drive as narrow as possible and to allow room for the straddle-mounted pinion. Power is transmitted via ball-splines from the differential to the half-shafts, and these same splines must accommodate all the axial movements of the half-shafts. It all looks terribly expensive and, more than likely, is.

The chassis is exceptionally stiff and strong, due to Oldsmobile's desire for silence. Originally it was to have a fairly standard sub-frame chassis, but the unusual torsion stresses encountered with the fwd dictated that an unusually long sub-frame by devised. An additional benefit from the increased torsional stiffness is that it is possible to use very high spring rates. The result is a car with a more than acceptable boulevard ride and greatly increased cornering power.

We've always felt that Oldsmobile has a unique ability to take a given GM body shell and make it look cleaner and more expensive than the Buicks or Pontiacs that shared it. And although the Toronado shares the same shell with Buick's Riviera, we much prefer the Old's lines. Inside things are just as nice. The seats are very comfortable and offer reclining backs (both bucket and bench seats have this feature). The rear seat is a happy surprise. Though still not as roomy as one of the longer-wheelbase sedans, it is more useful and more comfortable because there's no drive shaft tunnel and because the cushion is full-depth all the way across—the middle passenger is *not* sitting on one inch of foam and fabric covering an unyielding hump in the floor. In addition there is a first class ventilation system that is the next best thing to air-conditioning.

The Toronado will corner faster than any American car of similar size utilizing the front-engine rear-drive layout. Because it does it so effortlessly, one might not notice just how good it is. It is possible to bend the car into a high-speed, constant radius turn as fast as it will go, change the throttle opening, and sit there in amazement when nothing happens. Most fwd cars—with any power at all—will change direction in such a situation. And once the brakes are properly broken in, they are as good and as smooth as any drum brakes . . . with over two tons of moving metal to rein to a halt, they'd better be good.

We are most enthusiastic about the car's evasive capability—the one valid key to improved automotive safety. That this is available on every showroom Toronado, without having to specify a selection of heavy-duty options, is to the credit of Oldsmobile. The Toronado represents some of the most advanced automotive thinking that Detroit has come up with in the past few years. Thankfully it has proven to be saleable and, therefore, worthy of the time and expense of its careful development.

## OLDSMOBILE TORONADO

**Manufacturer:** Oldsmobile Division
General Motors Corp.
Lansing, Michigan

**Price as Tested:** $4550

### ENGINE

Water-cooled V-8, cast iron block, 5 main bearings

| | |
|---|---|
| Bore x stroke | 4.13 x 3.97 in, 104x100 mm |
| Displacement | 425 cu. in, 6965 cc |
| Compression ratio | 10.5 to one |
| Carburetion | 1 x 4-bbl. |
| Valve gear | Pushrod-operated overhead valves, hydraulic lifters |
| Power (SAE) | 385 bhp @ 4800 rpm |
| Torque | 480 lbs-ft @ 3200 rpm |
| Specific power output | 0.91 bhp per cu. in, 55.3 bhp per liter |
| Mileage | 15-18 mpg on premium fuel |
| Range on 24-gallon tank | 360-432 miles |

### DRIVE TRAIN

Transmission . . . 3-speed automatic plus torque converter

| Gear | Ratio | Overall | Mph/1000 rpm | Max mph |
|---|---|---|---|---|
| Rev. | 2.08 | 6.68 | —12.35 | —64 |
| 1st | 2.48 | 7.96 | 10.36 | 54 |
| 2nd | 1.48 | 4.75 | 17.37 | 90 |
| 3rd | 1.00 | 3.21 | 25.67 | 133 |

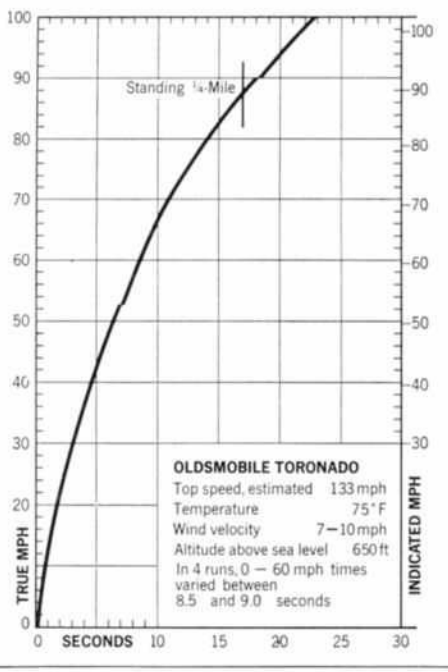
Final drive ratio . . . . . 3.21 to one

### CHASSIS

| | |
|---|---|
| Wheelbase | 119 in |
| Track | F: 63.5 R: 63.0 in |
| Length | 211 in |
| Width | 78.5 in |
| Height | 52.8 in |
| Curb Weight | 4496 lbs |
| Test Weight | 4542 lbs |
| Weight distribution front/rear | 60/40% |
| Suspension | F: Ind., unequal-length wishbones, coil springs, stabilizer bar<br>R: Rigid axle, single-leaf springs, traction dampers |
| Brakes | 11.0-in drums, front and rear, 328.2 sq in swept area |
| Steering | Recirculating ball |
| Turns, lock to lock | 3.4 |
| Turning circle | 43 ft. |
| Tires and wheels | 8.85 x 15 on 6-in rim |

### ACCELERATION

| Zero To | Seconds |
|---|---|
| 30 mph | 3.3 |
| 40 " | 4.6 |
| 50 " | 6.3 |
| 60 " | 8.6 |
| 70 " | 10.9 |
| 80 " | 13.8 |
| 90 " | 17.7 |
| 100 " | 24.0 |
| Standing ¼-mile | 88 mph in 16.7 |




## CHECK LIST

### ENGINE

| | |
|---|---|
| Starting | Excellent |
| Response | Good |
| Noise | Very Good |
| Vibration | Very Good |

### DRIVE TRAIN

| | |
|---|---|
| Clutch Action | — |
| Transmission Linkage | Very Good |
| Synchromesh Action | — |
| Power-To-Ground Transmission | Very Good |

### BRAKES

| | |
|---|---|
| Response | Good |
| Pedal Pressure | Good |
| Fade Resistance | Good |
| Smoothness | Very Good |
| Directional Stability | Good |

### STEERING

| | |
|---|---|
| Response | Good |
| Accuracy | Very Good |
| Feedback | Good |
| Road Feel | Good |

### SUSPENSION

| | |
|---|---|
| Harshness Control | Very Good |
| Roll Stiffness | Very Good |
| Tracking | Very Good |
| Pitch Control | Good |
| Shock Damping | Very Good |

### CONTROLS

| | |
|---|---|
| Location | Very Good |
| Relationship | Very Good |
| Small Controls | Very Good |

### INTERIOR

| | |
|---|---|
| Visibility | Good |
| Instrumentation | Very Good |
| Lighting | Very Good |
| Entry/Exit | Excellent |
| Front Seating Comfort | Excellent |
| Front Seating Room | Excellent |
| Rear Seating Comfort | Excellent |
| Rear Seating Room | Good |
| Storage Space | Good |
| Wind Noise | Very Good |
| Road Noise | Very Good |

### WEATHER PROTECTION

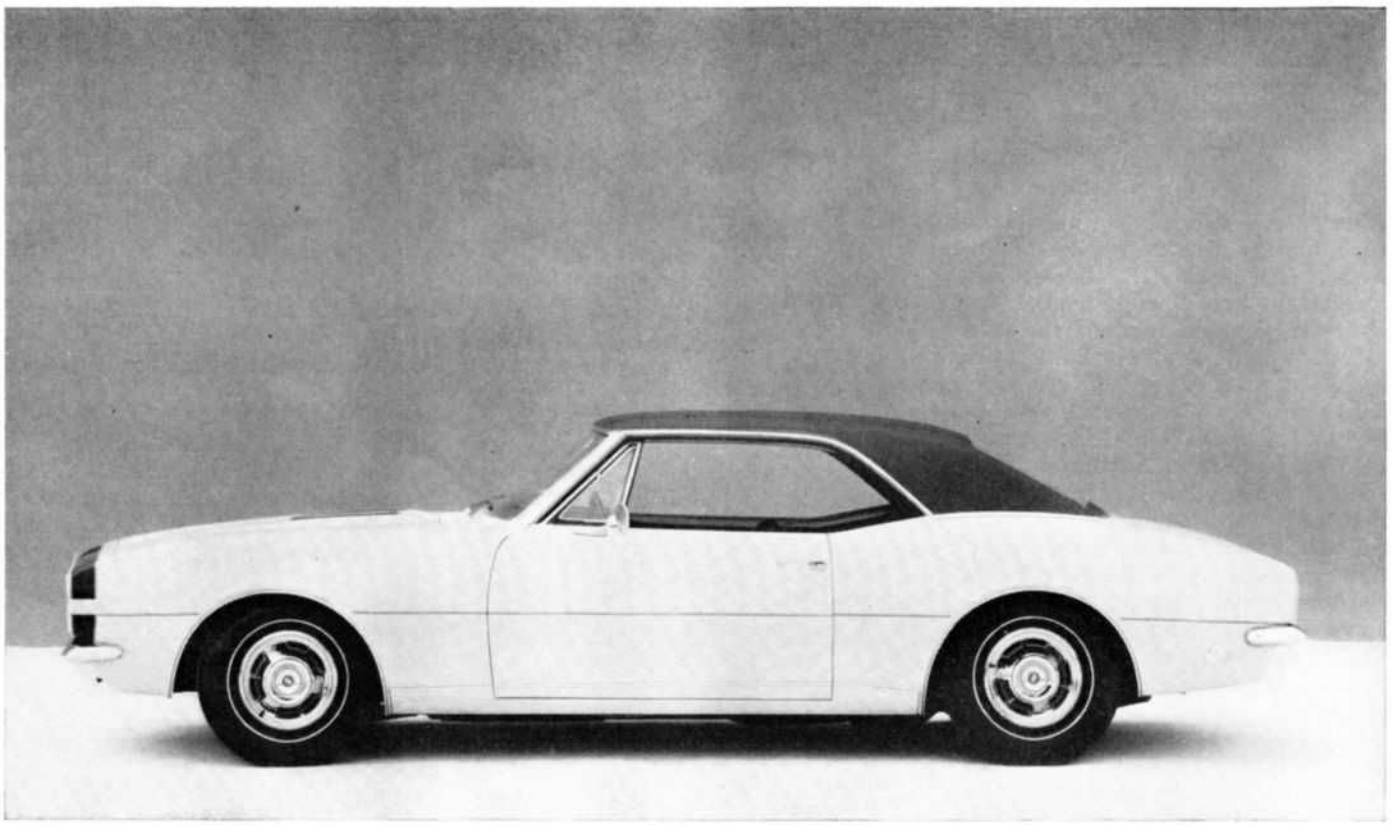
| | |
|---|---|
| Heater | Excellent |
| Defroster | Excellent |
| Ventilation | Excellent |
| Weather Sealing | Excellent |
| Windshield Wiper Action | Very Good |

### QUALITY CONTROL

| | |
|---|---|
| Materials, Exterior | Very Good |
| Materials, Exterior | Very Good |
| Exterior Finish | Very Good |
| Interior Finish | Good |
| Hardware and Trim | Excellent |

### GENERAL

| | |
|---|---|
| Service Accessibility | Fair |
| Luggage Space | Good |
| Bumper Protection | Good |
| Exterior Lighting | Very Good |
| Resistance to Crosswinds | Excellent |



# CHEVROLET CAMARO SS 350

## Chevy's answer to the Mustang is more of an echo than something new.

Like the Mustang, the Camaro is not so much a new car as it is a new approach. Like the Mustang, the Camaro is based largely on existing hardware—in this case, the Chevy II/Chevelle models. Like the Mustang, the Camaro is a sporty-looking car with a long hood and a short rear deck, although its styling is related much more closely to the Corvair than to the Mustang.

The youth market—or what's left of it after the Draft and tight money—is what the Camaro is aimed at, with older folks wanting in on the fun because that's where they think the action is. It's Everyman's "cute little car," with practicality or performance, as you choose. We naturally opted for the performance model, the SS 350.

The figure 350 will not be familiar to Chevy fans because it refers to a new engine size. The ubiquitous 327 cu. in. V-8 was enlarged to 350 cu. in. by increasing the stroke from 3.24 in. to 3.48; the bore remains unchanged at 4.00 in. The 350 engine is available only in the Camaro and is mildly tuned to produce an easy 295 horsepower at 4800 rpm, with good pulling power from 800 rpm up.

The Mustang's equivalent to the SS 350 is the 390 GT, which boasts an engine some 40 cu. in. larger and 25 hp more powerful. But in almost every other specification, the Camaro and the Mustang are indistinguishable. The Camaro engine line-up consists of a 140-hp six cylinder, 210-hp and 275-hp V8s, as well as the SS 350. The Camaro's 108.1-in. wheelbase is 0.1 in. longer than the Mustang's, the Camaro is longer overall by 1.3 inches, wider by 1.9 inches, lower by 0.6 inch, and its track is wider by 0.9 inch. Internal dimensions are similarly comparable.

The Camaro and the Mustang are alike in using unitized body-chassis construction, but the structure extends only to the Camaro's cowl. A sub-frame is bolted onto the front end, supporting the engine and front suspension—an arrangement something like that used on the Toronado/Eldorado. The 56-inch single-leaf, semi-elliptic rear springs appear to be borrowed directly from the Chevy II, but Chevy engineers were quick to point out that the Camaro's "Monoplate" springs are six inches shorter. By contrast, the Mustang uses classic multiple-leaf, semi-elliptic leaf springs. A more substantial departure from current suspension practice is evident at the front end. Whereas the Mustang and the Chevy II use an upper wishbone, a lower control arm and a drag strut, the Camaro reverts to the older system of unequal-length wishbones, top and bottom. The reason given for the Camaro's bolt-on front assembly is to isolate noise and make repairs easier, but we suspect that in the future it could also be used in the way GM used the "E" body—a basic shell shared by several divisions. All told, Chevrolet's Camaro does not offer the extremes of performance that the Mustang does. GM's eggs are in a softer, more middle-of-the-road basket.

In fact Chevy seems to be tiptoeing all the way. The Camaro is only available in two body styles, a notchback coupe and a convertible—both 2-doors. If there are plans for enlarging the line to include a fastback, it definitely won't be available for awhile.

Although our test car was loaded with the raciest of all possible performance option combinations (4-speed transmission, front disc brakes, heavy-duty suspension, Firestone Wide Ovals, fast-ratio power steering, *et al*) it was not, as hinted, a sports car. If anything, it is a pint-sized version of the "Super Cars" (GTO, 4-4-2, etc.), and could turn the quarter in 16.1 seconds at 86 mph.

The Camaro SS 350 looks like a tasteful American interpretation of a European *Gran Turismo*, so we expected a lot of it. Too much it seems. Chevrolet has had at least two years to come up with a car demonstrably superior to the Mustang. That it hasn't may speak volumes about Ford. Maybe GM *can't* build a better mousetrap, only a good one.

All this aside, and judging the car solely on its own, the only glaring design error we found was obviously an easily correctable oversight. With the combination of the SS 350 engine and the 4-speed manual transmission, drag racing starts are impossible. The rear axle judders almost uncontrollably, with the car hopping sideways almost as far as it is making forward headway. The solution is a set of torque-control arms underneath the Monoplate springs, a factory option.

Overall, the Camaro is a pleasant little car, with several characteristics that won't go unnoticed by the taste-making enthusiasts. Our test car was equipped with Firestone Wide Oval tires on optional 6-inch rims, which gave exceptional traction at a very small expense in ride comfort. And under normal braking, the Camaro seemed stable, although the inadequate rear axle control would become evident in panic stops. A sharp, heavy stab at the brakes would result in excellent initial deceleration, followed by some axle tramp. The loss of directional control experienced in the acceleration runs was not as bad, but the driver does have to back off the brakes to keep the rear end in line, and this showed up in the results as longer stopping distances. We still recorded a braking force of .76 G which is well above the average.

The Camaro has no quirks or idiosyncrasies and it should be a fairly easy car to live with. Everything is straightforward and simple and intelligently sorted out. The interior is sensibly arranged and comfortable (bucket seats are standard equipment), although not exactly luxurious. All in all there's no reason on earth why the Camaro shouldn't sell very well.

## CHEVROLET CAMARO SS 350

Manufacturer: Chevrolet Motor Division
General Motors Corp.
General Motors Building
Detroit, Michigan

Price as Tested: $3385

### ENGINE

Water-cooled V-8, cast iron block, 5 main bearings
Bore x stroke ..... 4.00x3.48 in, 101.6x88.5 mm
Displacement ..... 350 cu. in, 5694 cc
Compression ratio ..... 10.5 to one
Carburetion ..... 1x4 bbl Rochester Quadrajet
Valve gear .. Pushrod operated overhead valves, hydraulic lifter
Power (SAE) ..... 295 bhp @ 4800 rpm
Torque ..... 380 lbs-ft @ 3200 rpm
Specific power output ..... 0.84 bhp per cu. in, 51.8 bhp per liter
Mileage ..... 13-16 mpg on premium fuel
Range on 18.5-gallon tank ..... 242-296 miles

### DRIVE TRAIN

Clutch ..... 11.0-inch single dry plate
Transmission ..... 4-speed manual, all-synchromesh

| Gear | Ratio | Overall | Mph/1000 rpm | Max mph |
|---|---|---|---|---|
| Rev | 2.54 | 8.40 | —8.6 | —45 |
| 1st | 2.54 | 8.40 | 8.6 | 45 |
| 2nd | 1.80 | 5.95 | 12.2 | 63 |
| 3rd | 1.44 | 4.76 | 15.3 | 80 |
| 4th | 1.00 | 3.31 | 22.0 | 120 |

Final drive ratio ..... 3.31 to one

### CHASSIS

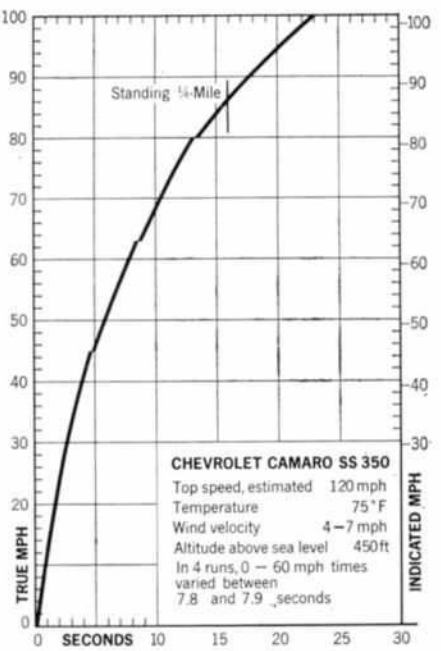
Wheelbase ..... 108.1 in
Track ..... F:59.0 R:58.9 in
Length ..... 184.6 in
Width ..... 72.5 in
Height ..... 51.0 in
Curb Weight ..... 3269 lbs
Test Weight ..... 3714 lbs
Weight distribution front/rear ..... 57/43%

Suspension F: Ind., unequal-length wishbones, coil springs, anti-sway bar
R: Rigid axle, single-leaf springs
Brakes .. 11.0-in vented discs F, 9.5-in drums R, 332.4 sq in swept area
Steering ..... Recirculating ball
Turns, lock to lock ..... 4.0
Turning circle ..... 37 ft.
Tires and wheels ..... Firestone D70-14 Super Sports Wide Oval on 6k rims

### ACCELERATION

| Zero To | Seconds |
|---|---|
| 30 mph | 2.8 |
| 40 " | 4.1 |
| 50 " | 5.9 |
| 60 " | 7.8 |
| 70 " | 10.4 |
| 80 " | 13.3 |
| 90 " | 17.6 |
| 100 " | 23.0 |

Standing ¼-mile ..... 86.5 mph in 16.1 sec




## CHECK LIST

### ENGINE

Starting ..... Very Good
Response ..... Good
Noise ..... Poor
Vibration ..... Very Good

### DRIVE TRAIN

Clutch Action ..... Very Good
Transmission Linkage ..... Good
Synchromesh Action ..... Very Good
Power-To-Ground Transmission ..... Very Good

### BRAKES

Response ..... Very Good
Pedal Pressure ..... Very Good
Fade Resistance ..... Good
Smoothness ..... Good
Directional Stability ..... Good

### STEERING

Response ..... Very Good
Accuracy ..... Good
Feedback ..... Very Good
Road Feel ..... Poor

### SUSPENSION

Harshness Control ..... Good
Roll Stiffness ..... Good
Tracking ..... Good
Pitch Control ..... Very Good
Shock Damping ..... Good

### CONTROLS

Location ..... Good
Relationship ..... Fair
Small Controls ..... Good

### INTERIOR

Visibility ..... Fair
Instrumentation ..... Good
Lighting ..... Good
Entry/Exit ..... Fair
Front Seating Comfort ..... Fair
Front Seating Room ..... Fair
Rear Seating Comfort ..... Poor
Rear Seating Room ..... Poor
Storage Space ..... Fair
Wind Noise ..... Good
Road Noise ..... Good

### WEATHER PROTECTION

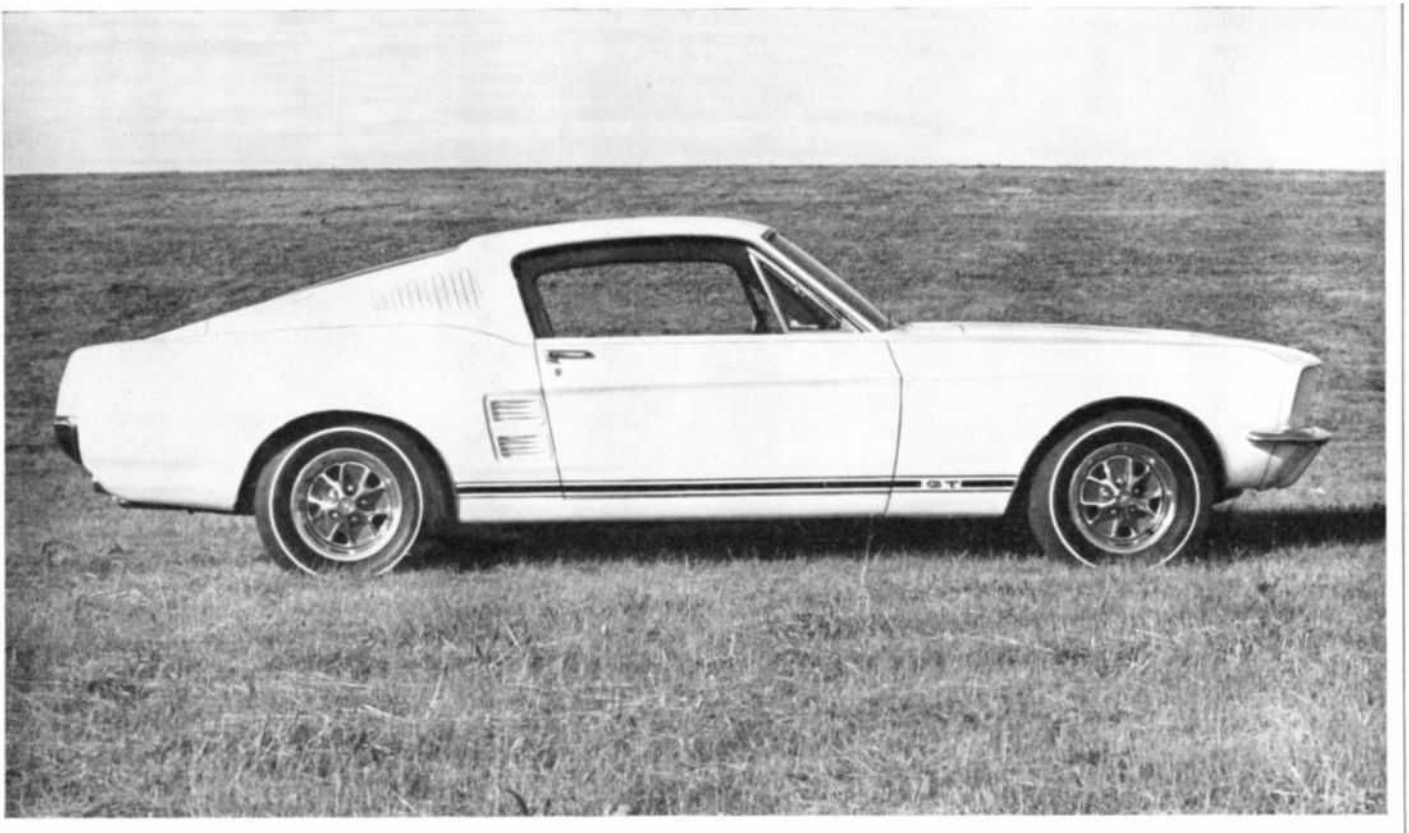
Heater ..... Very Good
Defroster ..... Very Good
Ventilation ..... Fair
Weather Sealing ..... Good
Windshield Wiper Action ..... Fair

### QUALITY CONTROL

Materials, Exterior ..... Very Good
Materials, Interior ..... Good
Exterior Finish ..... Very Good
Interior Finish ..... Good
Hardware and Trim ..... Good

### GENERAL

Service Accessibility ..... Good
Luggage Space ..... Poor
Bumper Protection ..... Fair
Exterior Lighting ..... Very Good
Resistance to Crosswinds ..... Very Good



# FORD MUSTANG GT/A

## All those other cars with animal names might not catch this thoroughbred.

You'd think that dropping an anchor like the 390 engine into the Mustang would overload the front end and make it handle like a real dog, wouldn't you? The *puristi* will glance at the specs and hoot derisively at the awful 60/40 weight distribution and tell you the rig will never fly, right? Wrong! But, to tell the truth, even we expected the Mustang 390 GT to plow like a farmer. It doesn't. The car we tested had over 400 pounds more weight on the front wheels than last year's 289, there have been no basic changes in the Falcon-inherited suspension, yet the Mustang 390 GT has balance and handling.

The idea of stuffing the 390 engine into a car originally designed for a unit half that size is pretty wild, and it leaves the way clear for some even hairier engines in the future (it is the same block used for Ford's 427 racing engine). The bare bones of the '67 Mustang are plenty strong enough to take over 400 horsepower, so a measly 320 hp isn't going to bend a thing.

The 390 is strong, no doubt about it. In a heavy, full-sized Ford it isn't much to sound off about, but in a 3400-pound compact, it comes on like spit on a griddle. As a matter of fact, the Mustang 390 GT is the fastest of the current sporty-type cars from Detroit—including the Camaro, Barracuda, Marlin and the Mustang's heavier brother, the Cougar. Driving as laconically as we ever do in a car like this, we knocked off 15.2-second quarter-miles with the air conditioner and the stereo tape deck going full blast and letting the XPL 3-speed automatic shift when it felt like it. In a car stripped of luxury items, and with a 4-speed, we figure the 390 could easily get down into the mid-14 range.

Nonetheless, we enjoyed having those options. Maybe we're getting feeble but we don't think we'd like to own a car like this with manual steering. We could do without the tape deck and the tilt wheel and all that, but we'd hate to lose the power steering and automatic transmission. Manual 4-speeds are keen, but the automatic is keener, even faster out of the hole, too. And this year, the "Sportshift" feature that allows instant 1-2-3 upshifts and 3-2 downshifts comes with the Mustang automatic. Good stuff.

If all this rubber-peeling speed weren't matched by good handling and braking, we'd be a little nervous about this swing toward Wastusi engines in Pigmy chassis. But, the Mustang's chassis has been around long enough that Ford has learned to tune the suspension like a Steinway. Of coûrse, those fat Firestone Wide Ovals don't hurt, either.

With power steering, street tire pressure and no limited-slip differential, we felt that we were going as fast around Ford's neat little handling loop as we ever have, with no more effort or discomfort than driving a Continental in a straight line. The Mustang corners willingly, if somewhat clumsily. It doesn't seek

the right line instinctively, the way a thoroughbred will, but once pointed in the proper direction, it clambers eagerly around the corner. True, initial understeer is there, but oversteer can be induced by a flick of the wheel here and a poke at the throttle there. All in all, it's very hard to throw it off balance or make it come unglued.

The stopping distances weren't exactly dime-sized, but, again, the car responded well. With the optional front-wheel disc brakes, the engineers threw two jokers into the deck: one, a delay valve on the front that doesn't let the discs come on until the brakeline pressure is above a certain value; two, a limiting valve on the rear to prevent wheel lock-up. The front valve is there so that you don't wear out the pads in congested traffic situations—dabbing at the pedal in city traffic operates only the rear drums. The rear valve has a high cut-off point, but on a high-traction surface, the rear wheels will still lock-up during the last few feet of a panic stop.

Anyone who liked the old Mustang ought to go nuts for the '67. The interior sparkles with a new instrument panel layout, and more luxurious hardware. It looks like Ford has decided the Mustang is going to be around for awhile, so why not invest some money where the occupants can enjoy it?

The ride has been improved to the point that it's every bit as good as most of the intermediates, except over very rough surfaces where the Mustang tends to revert to the hell-for-leather aspect that typified the earlier models. One touch we liked for its refreshing honesty was those louvers in the hood; they're real! Obviously inspired by the upward radiator ducting on the Ford GT racing cars, these embryonic slits exhaust a small percentage of radiator air, probably improving the cooling plus melting windshield ice.

After a couple of years of having the market virtually to itself, the Mustang is going to have to really go some this year. It seems that just about everybody who has ever made a car is in the market with an intermediate sport sedan this year. Of course, Ford does have a two year jump on them and the Mustang is obviously the car to "get." The marketing brains that made the Mustang such an instant success are well aware of the new climate and have made enough detail refinements to keep the Mustang a stride ahead of everyone else. On top of that it has an established following that isn't about ready to put this horse out to pasture yet.

## FORD MUSTANG GT/A

**Manufacturer:** Ford Motor Company
Rotunda Drive
Dearborn, Michigan

**Price as tested:** $3,673

### ENGINE

Water-cooled V-8, cast iron block, 5 main bearings

| | |
|---|---|
| Bore & stroke | 4.05 x 3.78 in, 103 x 96.2 mm |
| Displacement | 390 cu in, 6340 cc |
| Compression ratio | 10.5 to one |
| Carburetion | 1 x 4-bbl Holley |
| Valve gear | Pushrod operated overhead valves, hydraulic lifters |
| Power (SAE) | 320 bhp @ 4800 rpm |
| Torque | 427 lbs-ft @ 3200 rpm |
| Specific power output | 0.82 bhp per cu in, 50 bhp per liter |
| Mileage | 10-14 mpg on premium fuel |
| Range on 17.0 gallon tank | 170-240 miles |

### DRIVE TRAIN

Transmission 3-speed automatic plus torque converter

| Gear | Ratio | Over-all | mph/1000 rpm | Max mph |
|---|---|---|---|---|
| Rev | 2.20 | 6.60 | 11.5 | 56 |
| 1st | 2.46 | 7.38 | 10.3 | 49 |
| 2nd | 1.46 | 4.38 | 17.3 | 87 |
| 3rd | 1.00 | 3.00 | 25.4 | 124 |

Final drive ratio 3.00 to one

### CHASSIS

| | |
|---|---|
| Wheelbase | 108.0 in |
| Track | F: 58.1, R: 58.1 in |
| Length | 183.6 in |
| Width | 70.9 in |
| Height | 51.8 in |
| Curb Weight | 3414 lbs |
| Test Weight | 3897 lbs |
| Weight distribution front/rear | 60/40% |

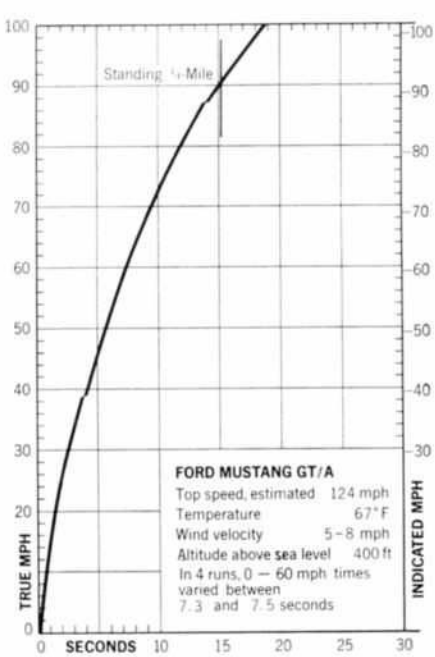
#### Suspension

F: Ind., upper wishbone, lower control arm and drag strut, coil spring, anti-sway bar
R: Rigid axle, semi-elliptic leaf springs

| | |
|---|---|
| Brakes | 11.38-in vented discs F, 10.0-in drums R, 330.0 sq in swept area |
| Steering | Recirculating ball |
| Turns, lock to lock | 4.0 |
| Turning circle | 37 ft. |
| Tires and wheels | Firestone F70-14 Wide Oval on 6L rims |

### ACCELERATION

| Zero to | Seconds |
|---|---|
| 30 mph | 2.6 |
| 40 mph | 4.2 |
| 50 mph | 5.6 |
| 60 mph | 7.3 |
| 70 mph | 9.3 |
| 80 mph | 11.7 |
| 90 mph | 14.9 |
| 100 mph | 18.9 |
| Standing ¼-mile | 91 mph in 15.2 seconds |




## CHECK LIST

### ENGINE

| | |
|---|---|
| Starting | Very Good |
| Response | Very Good |
| Noise | Fair |
| Vibration | Excellent |

### DRIVE TRAIN

| | |
|---|---|
| Transmission Linkage | Very Good |
| Power-To-Ground Transmission | Good |

### BRAKES

| | |
|---|---|
| Response | Very Good |
| Pedal Pressure | Very Good |
| Fade Resistance | Fair |
| Smoothness | Good |
| Directional Stability | Very Good |

### STEERING

| | |
|---|---|
| Response | Good |
| Accuracy | Good |
| Feedback | Very Good |
| Road Feel | Good |

### SUSPENSION

| | |
|---|---|
| Harshness Control | Fair |
| Roll Stiffness | Very Good |
| Tracking | Very Good |
| Pitch Control | Very Good |
| Shock Damping | Fair |

### CONTROLS

| | |
|---|---|
| Location | Good |
| Relationship | Very Good |
| Small Controls | Good |

### INTERIOR

| | |
|---|---|
| Visibility | Very Good |
| Instrumentation | Good |
| Lighting | Good |
| Entry/Exit | Very Good |
| Front Seating Comfort | Very Good |
| Front Seat Room | Very Good |
| Rear Seating Comfort | Good |
| Rear Seating Room | Poor |
| Storage Space | Poor |
| Wind Noise | Fair |
| Road Noise | Fair |

### WEATHER PROTECTION

| | |
|---|---|
| Heater | Excellent |
| Defroster | Excellent |
| Ventilation | Good |
| Weather Sealing | Very Good |
| Windshield Wiper Action | Very Good |

### QUALITY CONTROL

| | |
|---|---|
| Materials, Exterior | Good |
| Materials, Interior | Very Good |
| Exterior Finish | Good |
| Interior Finish | Good |
| Hardware and Trim | Fair |

### GENERAL

| | |
|---|---|
| Service Accessibility | Poor |
| Luggage Space | Fair |
| Bumper Protection | Good |
| Exterior Lighting | Very Good |
| Resistance to Crosswinds | Very Good |


# MERCURY COUGAR

## The question is whether a Mustang can outrun a Cougar in the market.

If you think Mercury's Cougar is simply a Ford Mustang with lockwashers, you're in for a big surprise. True, the car shares many of the same components, and there are no really radical departures from basic Dearborn design principles, but nevertheless there are many improvements which are both noticable and worthwhile. At present the Cougar is only available in a two-door version. But if sales go well, one can expect to see Cougars with slightly different pelts padding into the marketplace.

Obviously a lot of effort has gone into making the Cougar appear to be something different than the Mustang. The wheelbase has been stretched three inches (from 108 in. to 111 in.) which is immediately noticeable to rear seat passengers in terms of additional leg room. This does not mean that there is the expanse of the Great Plains back there, but at least something other than a crouch is possible.

Aside from the extra inches added to the wheelbase, stylists at Mercury have stuck on another six inches overall. The result is a much larger appearing car than the Mustang. At the same time things have been kept under control so that the Cougar retains the same crisp and clean impression of its kin from Ford while not being a carbon copy. There is no mistaking the Cougar from the front, a massive split grille —vaguely reminiscent of the 1958 Mercury—sets the car off from anything else on the road. And, as a concession to gadget-lovers, there are retractable headlights somewhere behind that toothsome grin of chrome.

Although the Cougar is trying hard not to look like a Mustang, there is no reticence to copying successful marketing techniques. Prime example is a list of options only slightly shorter than a five-year old's letter to Santa Claus. Literally, buyers can spend hours pouring over all the "personalizing" goodies that the thoughtful Mercury dealers can provide. Included are such all-the-comforts-of-home items as "breathing upholstery" (hopefully free of halitosis), and a stereo tape deck as well as the performance and suspension packages.

Our test car was equipped with the 225 horsepower, 289 cu. in. engine which is neither the least powerful nor the most powerful available. The standard power unit is a 200-hp version of this same block while at the other end of the scale sits a massive 335-hp 390 cu. in. monster (no chintzy little six-bangers for the Cougar). Acceleration with the 225-hp engine is a shade lackadaisical, so we would probably be very unimpressed with the 200-hp unit. Unfortunately the 390 cu. in. V-8 would probably be heavy enough to upset the 289-engined car's nice balance, so the 225-hp engine is likely to be the best compromise. If you must have more GO, almost all the Cobra 289 power options are available; although this would make the engine incongruously busy in an otherwise soundproof car.

Our test car was also fitted with the console-mounted "Sportshift" 3-speed automatic transmission. It allows the driver to manually up and downshift at will (only exception is into low gear at speeds in excess of

15-20 mph). It isn't quite as good as Chrysler's Torque-Flite, but it certainly has a lot over the 2-speed automatic GM offers in its smaller cars. We found the Sportshift to be much more convenient than either a manual 3- or 4-speed and—with traction limited by street tires—it performs equally well. Our car was also equipped with Firestone Wide Ovals and we were able to turn the quarter in 17.5 seconds with a speed of 79 mph. Our 0 to 60 mph times were a respectable 10.1 seconds.

Other than appearance, the most pronounced difference between the Mustang and the Cougar is the ride. While the Mustang tends to ride like its namesake, the Cougar is almost completely free of harshness except on extremely rough roads or under extraordinary cornering conditions.

The suspension layout is almost identical with that of the Mustang. Front suspension consists of coil springs and upper and lower control arms with trailing "drag" struts to locate the Cougar's wheels in the fore-and-aft plane and at the same time to isolate impact shock loads. In the rear is a rigid axle and semi-elliptic leaf springs. The use of soft rubber suspension bushings contributes to ride comfort but has also led to a general imprecision in wheel geometry. Pushing our test Cougar into a sharp turn on a poor road surface, sent the wheels pointing every whichway, and violent wheel movements could be distinctly felt through the suspension. We expected the car's attitude to become equally as confused, but instead the Cougar tracked around the turn on the intended line. Granted it leans a lot, looks terrifying and feels untidy, but it's really one of the best-riding, best-handling standard passenger cars we've driven.

The interior of the car is complete with rolls, pleats, heavy padding and a full-length console which all adds up to a womb-like effect by isolating the driver from the other front seat passenger. An instrument cluster, including speedometer, clock and indicator light housing, is located conveniently in front of the driver with most everything positioned so that the eye can quickly find whatever it seeks.

The beastiary of the automotive kingdom includes tigers, horses, sharks, fish, deer, insects, birds, mythical birds and now a Cougar. Although many of these cars seem to be misnamed—being more bovine than brute—the Cougar does emulate its namesake. It's sure-footed (although a bit clumsy), sleek, solidly built and has a pretty good bite.

## MERCURY COUGAR

**Manufacturer:** Lincoln-Mercury Division
Ford Motor Company
3000 Schaefer Road
Dearborn, Michigan

**Price as Tested:** $3347

### ENGINE

Water-cooled V-8, cast iron block, 5 main bearings
Bore x stroke ... 4.00 x 2.87 in, 101.6 x 72.9 mm
Displacement ... 289 cu. in, 4700 cc
Compression ratio ... 9.8 to one
Carburetion ... 1 x 4-bbl
Valve gear ... Pushrod-operated overhead valves, hydraulic lifters
Power (SAE) ... 225 bhp @ 4800 rpm
Torque ... 305 lbs-ft @ 3200 rpm
Specific power output ... 0.77 bhp per cu. in, 48 bhp per liter
Mileage ... 12-16 mpg on premium fuel
Range on 17-gallon tank ... 204-272 miles

### DRIVE TRAIN

Transmission ... 3-speed, automatic plus torque converter

| Gear | Ratio | Overall | Mph/1000 rpm | Max mph |
|---|---|---|---|---|
| Rev | 2.20 | 6.60 | −11.8 | −59 |
| 1st | 2.46 | 7.38 | 10.5 | 53 |
| 2nd | 1.46 | 4.38 | 17.8 | 89 |
| 3rd | 1.00 | 3.00 | 26.0 | 117 |

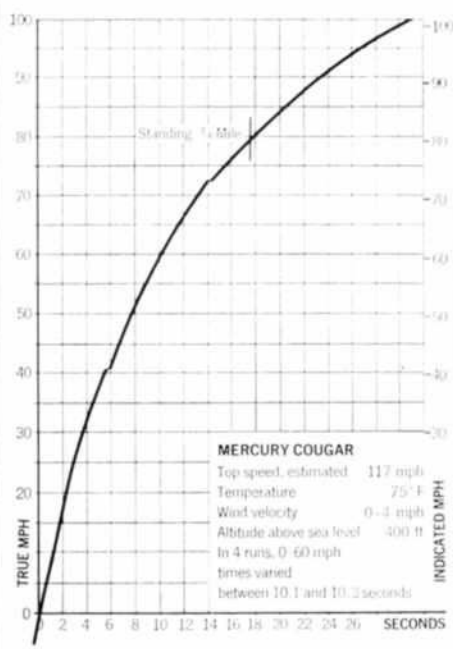
Final drive ratio ... 3.00 to one

### CHASSIS

Wheelbase ... 110 in
Track ... F: 58.1 R: 58.1 in
Length ... 190.3 in
Width ... 71.2 in
Height ... 51.8 in
Curb Weight ... 3119 lbs
Test Weight ... 3369 lbs
Weight distribution front/rear ... 44/56%
Suspension F: Ind., upper wishbone with lower transverse member and drag strut, coil springs, anti-sway bar
R: Rigid axle, semi-elliptic leaf springs
Brakes ... 10.0-in drums F&R 251.3 sq in swept area
Steering ... Recirculating ball
Turns, lock to lock ... 4.5
Turning circle ... 39.2
Tires and wheels F70-14 Firestone Wide Oval, on 6J rims

### ACCELERATION

| Zero To | Seconds |
|---|---|
| 30 mph | 3.7 |
| 40 " | 5.3 |
| 50 " | 7.6 |
| 60 " | 10.1 |
| 70 " | 13.3 |
| 80 " | 18.0 |
| 90 " | 23.7 |
| 100 " | 31.8 |
| Standing ¼-mile | 79 mph in 17.5 sec. |




### CHECK LIST

#### ENGINE

| | |
|---|---|
| Starting | Very Good |
| Response | Very Good |
| Noise | Very Good |
| Vibration | Excellent |

#### DRIVE TRAIN

| | |
|---|---|
| Clutch Action | |
| Transmission Linkage | Good |
| Synchromesh Action | Good |
| Power-to-Ground Transmission | Poor |

#### BRAKES

| | |
|---|---|
| Response | Good |
| Pedal Pressure | Good |
| Fade Resistance | Fair |
| Smoothness | Good |
| Directional Stability | Good |

#### STEERING

| | |
|---|---|
| Response | Fair |
| Accuracy | Fair |
| Feedback | Fair |
| Road Feel | Fair |

#### SUSPENSION

| | |
|---|---|
| Harshness Control | Excellent |
| Roll Stiffness | Poor |
| Tracking | Fair |
| Pitch Control | Good |
| Shock Damping | Fair |

#### CONTROLS

| | |
|---|---|
| Location | Good |
| Relationship | Very Good |
| Small Controls | Very Good |

#### INTERIOR

| | |
|---|---|
| Visibility | Very Good |
| Instrumentation | Good |
| Lighting | Very Good |
| Entry/Exit | Very Good |
| Front Seating Comfort | Very Good |
| Front Seating Room | Excellent |
| Rear Seating Comfort | Fair |
| Rear Seating Room | Poor |
| Storage Space | Very Good |
| Wind Noise | Excellent |
| Road Noise | Excellent |

#### WEATHER PROTECTION

| | |
|---|---|
| Heater | Very Good |
| Defroster | Very Good |
| Ventilation | Very Good |
| Weather Sealing | Very Good |
| Windshield Wiper Action | Very Good |

#### QUALITY CONTROL

| | |
|---|---|
| Materials, Exterior | Very Good |
| Materials, Interior | Very Good |
| Exterior Finish | Good |
| Interior Finish | Very Good |
| Hardware and Trim | Very Good |

#### GENERAL

| | |
|---|---|
| Service Accessibility | Fair |
| Luggage Space | Fair |
| Bumper Protection | Good |
| Exterior Lighting | Very Good |
| Resistance to Crosswinds | Very Good |

# PLYMOUTH BARRACUDA FORMULA S

## Once as graceful as a beached whale, it's now lithe as its namesake.

By a very narrow margin, Plymouth's Barracuda was America's first "sporty" fastback. Whether or not all the effort was worth it is another case. Hastily cobbled up from Valiant body and chassis parts, the first Barracuda had an ungainly, tail-heavy appearance and rather poor performance. In the succeeding years performance was greatly improved, but appearance was left virtually unchanged. For 1967 the stylists at Plymouth have pulled out all stops and have come up with one of the very best looking cars ever to roll out of Detroit.

Originally slated for introduction in 1968, the new Barracuda was rushed into production to meet the challenge of Chevrolet's Camaro and Mercury's Cougar—both of which are competing for roughly the same market as well as is Ford's popular Mustang. From the outside, no one would ever guess that this car is on the scene prematurely, but there are certain dead giveaways (such as the fact that the big hot set-up, which comes equipped with a 383 cu. in. engine, is not available with power steering—not because it's so light on its feet, but because there is no clearance for a power booster).

The all new body bears a strong family identity with its predecessor, but the overall effect is altogether different and much more pleasing. The backlight, which used to wrap all the way around the rear quarter, now arcs flatly across the tail while the rear quarter is "blind" sheet metal. The fastback terminates abruptly in a Detroit interpretation of the Kamm-theory tails; it isn't much as an aerodynamic spoiler, but it certainly looks good.

The front end continues the original Barracuda's divided grille theme, but with considerably more emphasis. The center of the radiator is completely shielded for '67 and cooling could conceivably suffer under extreme conditions. Dual headlights are continued, set within deep bezels surrounding the twin grilles. Unfortunately, seeing either the front or rear running- and tail-lights is nearly impossible from the side.

In profile, the new Barracuda's fender lines closely follow the wasp-waisted shape pioneered by Pontiac. It is in side view that the Barracuda's almost complete lack of chrome is most dramatically evident, but by any standard and from any angle, it's a remarkably clean and uncluttered design.

The new 'Cuda is mechanically a twin of the '67 Plymouth Valiant (and Dodge Dart), which means that the major changes from '66 are a 1.8-inch wider front track and 2.0-inch longer wheelbase. The result is a longer, wider and lower car than previously.

There is another difference and it is a jolting one. The hottest engine available in Valiants and Darts is the 235-hp, 273 cu. in. V-8; the Barracuda's tiger-hunting engine is a whopping 110 cu. in. larger. Apparently Plymouth felt that the intermediate 318 cu. in. engine wouldn't be competitive with the Camaro 350 cu. in. V-8, so the 383 was shoehorned in. This of course leaves the door open for future installation of the 375-hp, 440 Super Commando, but for '67 the 383 should still be enough to make the 'Cuda the fast-

est of all the sporty compacts.

Our test car came equipped with the Formula S package. It meant special handling goodies, a little chrome, and a distinctive decor. We also had a 4-speed manual transmission, disc brakes, a tighter (3.91) rear end and no power steering or brakes. With this setup we were able to turn the quarter in 16.6 seconds with a terminal speed of 83 mph. This is just about a second faster than last year's Barracuda Formula S was able to do. The 0 to 60 mph times were actually a fraction slower in the '67. In a drag race the new car would reach 60 mph later, but it would be farther down the strip.

We would have preferred automatic transmission, power steering and power brakes, because the car is a bear to drive without them. The 4-speed is the big Chrysler unit, nearly unburstable, and a delight to use, but the automatic is all that coupled with extra convenience. Steering effort is extremely heavy and full of springy, self-centering return. The high energy levels necessary to crank it around tend to mask the car's handling characteristics, but it's obviously on a par with the best of the big sports sedans.

While the rear-seat area is none too comfortable for human beings of average stature, a fold-down feature turns the Barracuda into a unique, compact station wagon. The rear seat/cargo area is separated from the trunk by a "security panel" operable only from the trunk, so that nobody can rifle that compartment should the car be left unlocked. With this panel down, the floor is seven feet long and is fine for carrying long, low objects.

The Barracuda abounds with other attractive features. The side glass is curved for sexier styling and more hip room, a pop-open fuel filler cap is an attention-getting item, a lock on the glove box is standard, a vent exhausts air through the slot between the door and the body for a refreshing measure of ventilation, safety door handles, dual master brake cylinders, an energy-absorbing telescoping steering column, anti-glare windshield wipers and about a million other safety and luxury items are available.

All in all, the Barracuda is a practical, well-balanced, sassy car whose sporty overtones are justified by exceptional road-worthiness. Chrysler Corporation has built up the best reputation in the industry for quality control and we wouldn't hesitate to recommend the '67 Barracuda to anyone in the market for a sporty compact.

## PLYMOUTH BARRACUDA FORMULA S

**Price as Tested:** $N.A.

**Manufacturer:** Chrysler-Plymouth Division
Chrysler Corporation
12200 East Jefferson
Detroit 31, Michigan

### ENGINE

Water-cooled V-8, cast iron block, 5 main bearings

| | |
|---|---|
| Bore x stroke | 3.63x3.31 in, 92x89 mm |
| Displacement | 273 cu. in, 4481 cc |
| Compression ratio | 10.5 to one |
| Carburetion | 1x4-bbl. Carter |
| Valve gear | Pushrod-operated overhead valves, mechanical lifters |
| Power (SAE) | 235 bhp @ 5200 rpm |
| Torque | 280 lbs-ft @ 4000 rpm |
| Specific power output | 0.86 bhp per cu. in, 52.5 bhp per liter |
| Mileage | 14-18 mpg on premium fuel |
| Range on 18-gallon tank | 253-326 miles |

### DRIVE TRAIN

Clutch: 9.1-inch single dry plate

Transmission: 4-speed manual, all-synchromesh

| Gear | Ratio | Overall | Mph/1000 rpm | Max mph |
|---|---|---|---|---|
| Rev. | 3.09 | 12.08 | 6.6 | 36 |
| 1st | 3.09 | 12.08 | 6.6 | 36 |
| 2nd | 1.92 | 7.50 | 10.6 | 58 |
| 3rd | 1.40 | 5.47 | 14.5 | 80 |
| 4th | 1.00 | 3.91 | 20.3 | 112 |

Final drive ratio 3.91 to one

### CHASSIS

| | |
|---|---|
| Wheelbase | 108.0 in |
| Track | F 57.4 R 55.6 in |
| Length | 193.0 in |
| Width | 71.6 in |
| Height | 53.5 in |
| Curb Weight | 3373 lbs |
| Test Weight | 3851 lbs |
| Weight distribution front/rear | 55/45% |

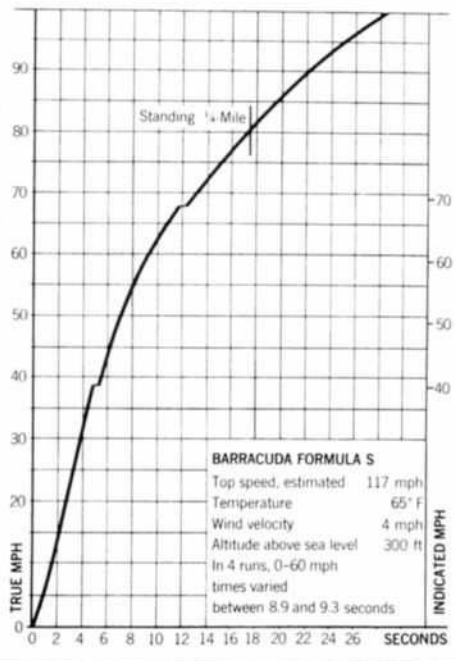
### SUSPENSION

F: Ind., unequal-length wishbones, torsion bars, anti-sway bar
R: Rigid axle, asymmetrical semi-eliptic leaf springs

| | |
|---|---|
| Brakes | 11.1-in vented disc F, 10.0-in drums R, 314.7 sq in swept area |
| Steering | Recirculating ball |
| Turns, lock to lock | 4.7 |
| Turning circle | 38 ft. |
| Tires and wheels | Goodyear 6.96-14 Blue Streak on 5.5 rims |

### ACCELERATION

| Zero To | Seconds |
|---|---|
| 30 mph | 3.3 |
| 40 | 4.9 |
| 50 | 6.7 |
| 60 | 9.2 |
| 70 | 11.8 |
| 80 | 15.1 |
| 90 | 19.6 |
| 100 | 25.1 |
| Standing ¼-mile | 83 mph in 16.6 |




### CHECK LIST

**ENGINE**

| | |
|---|---|
| Starting | Fair |
| Response | Good |
| Noise | Fair |
| Vibration | Excellent |

**DRIVE TRAIN**

| | |
|---|---|
| Clutch Action | Very Good |
| Transmission Linkage | Very Good |
| Synchromesh Action | Excellent |
| Power-To-Ground Transmission | Very Good |

**BRAKES**

| | |
|---|---|
| Response | Good |
| Pedal Pressure | Fair |
| Fade Resistance | Very Good |
| Smoothness | Very Good |
| Directional Stability | Very Good |

**STEERING**

| | |
|---|---|
| Response | Good |
| Accuracy | Good |
| Feedback | Fair |
| Road Feel | Good |

**SUSPENSION**

| | |
|---|---|
| Harshness Control | Fair |
| Roll Stiffness | Very Good |
| Tracking | Good |
| Pitch Control | Very Good |
| Shock Damping | Good |

**CONTROLS**

| | |
|---|---|
| Location | Good |
| Relationship | Very Good |
| Small Controls | Excellent |

**INTERIOR**

| | |
|---|---|
| Visibility | Good |
| Instrumentation | Very Good |
| Lighting | Very Good |
| Entry/Exit | Very Good |
| Front Seating Comfort | Very Good |
| Front Seating Room | Very Good |
| Rear Seating Comfort | Good |
| Rear Seating Room | Poor |
| Storage Space | Very Good |
| Wind Noise | Good |
| Road Noise | Good |

**WEATHER PROTECTION**

| | |
|---|---|
| Heater | Good |
| Defroster | Good |
| Ventilation | Good |
| Weather Sealing | Good |
| Windshield Wiper Action | Good |

**QUALITY CONTROL**

| | |
|---|---|
| Materials, Exterior | Very Good |
| Materials, Interior | Very Good |
| Exterior Finish | Very Good |
| Interior Finish | Very Good |
| Hardware and Trim | Very Good |

**GENERAL**

| | |
|---|---|
| Service Accessibility | Very Good |
| Luggage Space | Fair |
| Bumper Protection | Good |
| Exterior Lighting | Very Good |
| Resistance to Crosswinds | Good |

# ASTON MARTIN DB6

## Undoubtedly one of the spectacular cars made—until you try driving it.

Here ya are, baby. This is it, the real big league. Fifteen big ones. It's like a couple of E Jags rolled into one . . . or a fleet of Mustangs . . . or a big Caddy with a Corvette for a kicker. The Aston Martin DB6. Pussy Galore draped over the fender like a deer, man it's all yours now!

All the gee-whiz aside, the Aston Martin DB6 is undoubtedly one of the most attention grabbing cars on the road today. A number of factors contribute to its ability to pull eyeballs in its direction. First of all, the car looks like it *really* did cost $15,000; the exterior—right from that maw of a grille all the way back to the Kamm-effect tail—is one of the most spectacular jobs of dramatic coach-work ever created. The exterior dimensions are generous, bordering on massive, yet somehow this is one of those cars that shouts "GO" even when it's just sitting in the parking lot of an A & P. And secondly, there is that roaring exhaust. *Anything* that sounds like the DB6 just has to go fast. The sound is absolutely erotic. If someone invented a moosecall anywhere near as effective, the Bullwinkle Show would be looking for a new star.

And on closer inspection you just know this ain't no phoney. That dashboard has enough dials, gauges, switches, buttons, lights, knobs and handles to show you that this car really means business. Summing it all up, the Aston Martin DB6 looks and sounds exactly the way you want an expensive sportscar to look and sound. And if Macluhan is your god, you're going to be rapturously happy with it. On the other hand, if you want it for extended high-speed touring you might have some reservations.

The DB6 is a paradox. Everything about the car points to practicality and luxury. It has electric windows, air conditioning, surprisingly good leg room and comfort in the two rear seats, luggage space, adjustable shock absorbers, an electric antenna, heated rear window and you can even get an automatic transmission. Practical, luxurious—right? But that's when it's standing still. When you fire it up and move off, it's a hard-riding, hard-steering, noisy sports machine that is absolutely uncompromising in the demands it makes on its occupants.

The car not only sounds loud to bystanders, it is loud. Loud enough to really be annoying. The water-cooled, six cylinder engine makes one helluva racket particularly when its working hard. Normal conversation is out of the question and even your sporadic shouting is pretty effectively drowned out by this 325 horsepower engine. Although the engine sounds as if it has a lot of looseness, the DB6 is fast; running in the same league with the Ferrari 330 GT. Without noticing it you will be cruising at illegal speeds in very little time; 90 mph can be reached in less than 14 seconds and —if you're a Supreme Court judge or something like that—the DB6 will blast along at 140 mph.

The car has a five-speed transmission, which for all practical purposes is a four-speed. On back country roads where there are all those turns and dips that make driving so much fun, Fourth is about as high as you'll reasonably go. But

take your time getting there, until the transmission is warmed-up—a good twenty minutes—a smooth shift into any gear is just about impossible. For a car in this price class, the handling isn't all that good. When the going gets bumpy, the suspension—especially the live rear axle—bounces and bangs in a manner calculated to heave the car off course. You constantly have to fight the steering wheel and that is no mean task. It requires the strength of a hairy mammoth to crank it around.

Steering isn't the only area where your strength will be taxed. All the controls are nicely made and they're all conveniently placed for fast driving—but the EFFORT! They seem to have designed everything simply to test the strength and endurance of the driver. This high effort, plus the noise, plus the harshness of the ride makes it all pretty tiring for the typical driver; then again how many typical drivers have the desire or the ability to lay down $15,000 for a sportscar?

It goes almost without saying that everything on the car has been beautifully made. From the spectacular dimensions of the body panels to the leather interior, you're certain that some old craftsman has spent weeks laboring over every weld and stitch. Whether or not it has been worth it is another matter. For instance the handsome seats don't have enough padding or support. This, in combination with the rough-riding characteristics of the suspension, is enough to make you wish you had saved your money and gotten an XK-E. And the instruments, although there are enough of them to keep a 707 pilot happy, are so randomly distributed across the length of the dashboard that it takes days to familiarize yourself with each one's purpose. Fortunately the two most important, the speedometer and tachometer, are placed directly in front of the driver and present no such problem.

Although the Aston Martin DB6 is not our idea of a *real* Grand Touring car, there is little doubt that it will do well in its very limited market. It's got to be one of the most handsome cars on the road, and—for a little while—that roaring exhaust will impress even the most blasé (after a long while it will *de*press even the most blasé). In addition to that, you'll find a lemming-like following—particularly on the feminine side. Perhaps the DB6's most outstanding feature is its ability to draw a crowd. So if you're lonely and rich (Ha!) this could well be the car for you.

## ASTON MARTIN DB6

**Importer:** Aston Martin Lagonda, Inc.
650 Clark Ave.
King of Prussia, Pa.

**Price as Tested: $15,400**

### ENGINE

Water-cooled, six-in-line, aluminum block, 7 main bearings
Bore x stroke ..... 3.78 x 3.62 in, 96 x 92 mm
Displacement ..... 244 cu. in, 3995 cc
Compression ratio ..... 8.9 to one
Carburetion ..... 3 x 2 bbl Weber 45DCOE9
Valve gear ..... Double overhead camshafts
Power (SAE) ..... 325 bhp @ 5750 rpm
Torque ..... 290 lbs-ft @ 4500 rpm
Specific power output ..... 1.33 bhp per cu. in, 81.2 bhp per liter
Mileage ..... 12-18 mpg on premium fuel
Range on 22.8-gallon tank ..... 274-410 miles

### DRIVE TRAIN

Clutch ..... 10.0-inch single dry plate
Transmission ..... 5-speed manual, all-synchromesh

| Gear | Ratio | Overall | mph/100 rpm | Max mph |
|---|---|---|---|---|
| Rev | 3.31 | 12.35 | —6.45 | —38 |
| 1st | 2.73 | 10.18 | 7.62 | 46 |
| 2nd | 1.76 | 6.57 | 12.12 | 73 |
| 3rd | 1.23 | 4.59 | 17.46 | 105 |
| 4th | 1.00 | 3.73 | 21.35 | 128 |
| 5th | .83 | 3.11 | 25.62 | 140 |

Final drive ratio ..... 3.73 to one

### CHASSIS

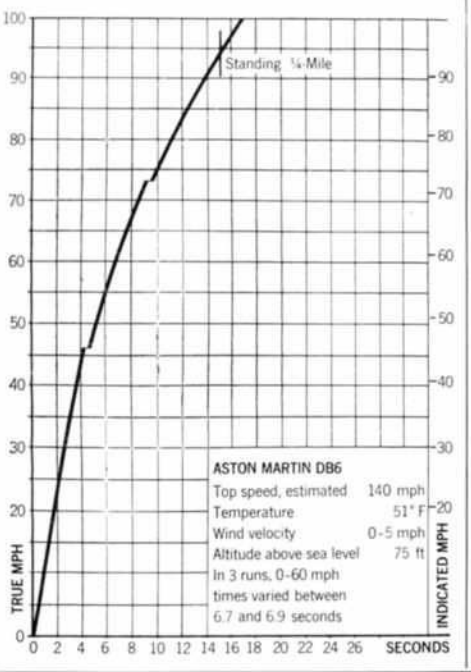
Wheelbase ..... 101.8 in
Track ..... F: 54.0 R: 53.5 in
Length ..... 182.0 in
Width ..... 66.0 in
Height ..... 53.5 in
Curb Weight ..... 3387 lbs
Test Weight ..... 3829 lbs
Weight distribution front/rear ..... 51/49%

Suspension F: Ind., unequal-length wishbones, coil springs, anti-sway bar
R: Rigid axle, trailing arms, lateral Watts linkage, coil springs
Brakes 11.5-in discs F, 10.75-in discs R, 438 sq in swept area
Steering ..... Rack and pinion
Turns, lock to lock ..... 3.25
Turning circle ..... 34 ft.
Tires and wheels .. 6.70-15 Avon GT on 5.5-in rim

### ACCELERATION

| Zero to | Seconds |
|---|---|
| 30 mph | 2.4 |
| 40 | 3.6 |
| 50 | 5.2 |
| 60 | 6.7 |
| 70 | 8.7 |
| 80 | 11.2 |
| 90 | 13.9 |
| 100 | 17.2 |

Standing ¼-mile ..... 94 mph in 15.1




## CHECK LIST

### ENGINE

| | |
|---|---|
| Starting | Excellent |
| Response | Fair |
| Noise | Fair |
| Vibration | Good |

### DRIVE TRAIN

| | |
|---|---|
| Clutch Action | Good |
| Transmission Linkage | Fair |
| Synchromesh Action | Good |
| Power-To-Ground Transmission | Excellent |

### BRAKES

| | |
|---|---|
| Response | Fair |
| Pedal Pressure | Good |
| Fade Resistance | Good |
| Smoothness | Good |
| Directional Stability | Good |

### STEERING

| | |
|---|---|
| Response | Fair |
| Accuracy | Good |
| Feedback | Good |
| Road Feel | Good |

### SUSPENSION

| | |
|---|---|
| Harshness Control | Poor |
| Roll Stiffness | Good |
| Tracking | Good |
| Pitch Control | Fair |
| Shock Damping | Poor |

### CONTROLS

| | |
|---|---|
| Location | Good |
| Relationship | Good |
| Small Controls | Fair |

### INTERIOR

| | |
|---|---|
| Visibility | Good |
| Instrumentation | Fair |
| Lighting | Good |
| Entry/Exit | Good |
| Front Seating Comfort | Fair |
| Front Seating Room | Good |
| Rear Seating Comfort | Poor |
| Rear Seating Room | Fair |
| Storage Space | Good |
| Wind Noise | Good |
| Road Noise | Poor |

### WEATHER PROTECTION

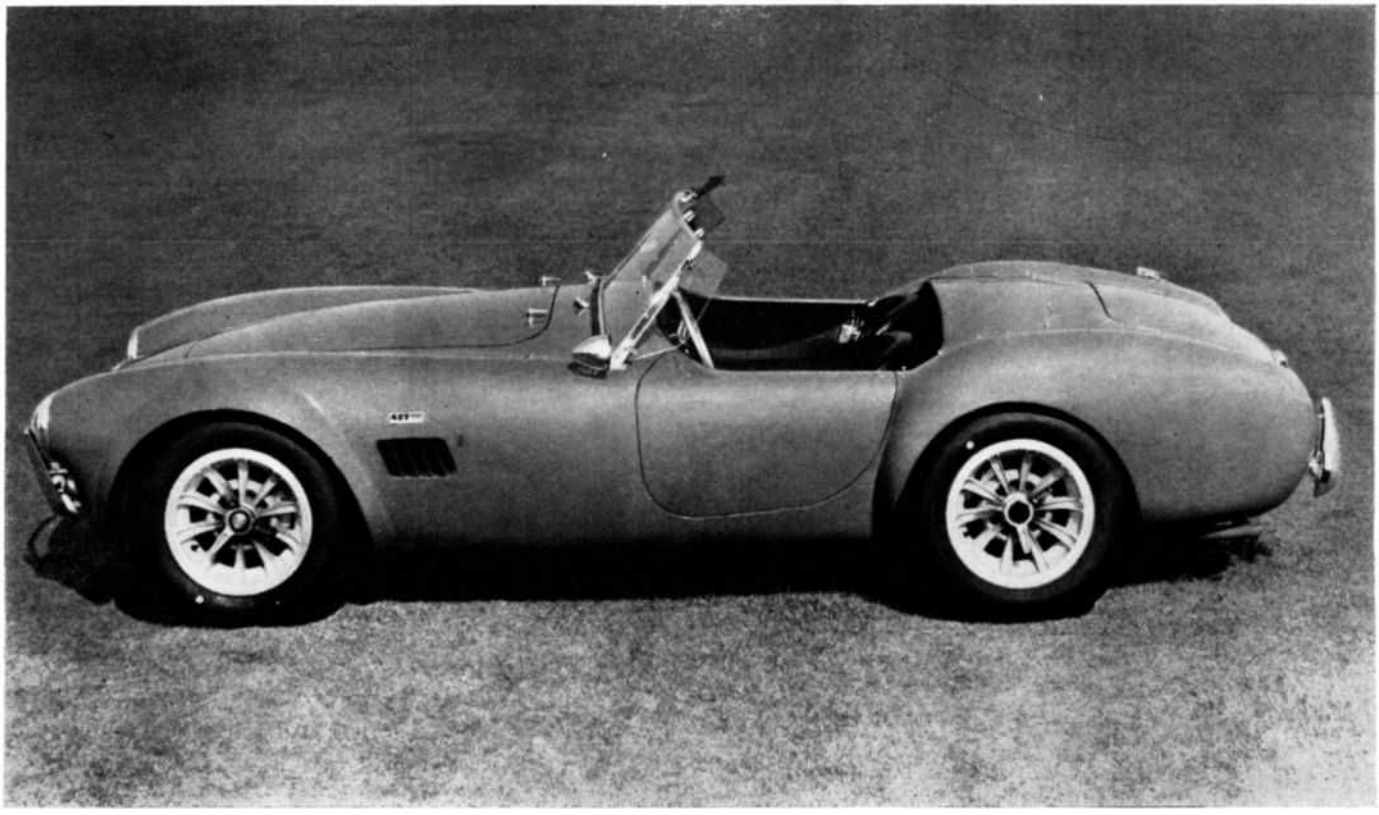
| | |
|---|---|
| Heater | Fair |
| Defroster | Fair |
| Ventilation | Fair |
| Weather Sealing | Good |
| Windshield Wiper Action | Poor |

### QUALITY CONTROL

| | |
|---|---|
| Materials, Exterior | Excellent |
| Materials, Interior | Excellent |
| Exterior Finish | Excellent |
| Interior Finish | Excellent |
| Hardware and Trim | Good |

### GENERAL

| | |
|---|---|
| Service Accessibility | Good |
| Luggage Space | Fair |
| Bumper Protection | Poor |
| Exterior Lighting | Excellent |
| Resistance to Crosswinds | Excellent |



# SHELBY COBRA 427

## Super cars, beware . . . there ain't nothin' gonna blow this off the road.

There are fast cars and there are *fast* cars. First to mind in the latter category has to be the Shelby American Cobra 427. It is a big mean looking car that will dust off just about anything on the road without even trying. And that's on any type of road! The only other American-made car that even comes close is the Corvette Sting Ray with the 427 cu. in. engine—and it just comes close.

Forerunner of the present Cobra was the 289 cu. in. version in the old AC body. It had plenty of power and performance, but it was uncomfortable, subject to overheating at just about any legal speed, and had its (ahem!) handling peculiarities. It took a real expert to handle the car, but there were enough of them around to establish Shelby American in the production car business. The 427 is still a brute and should only be driven by above-average drivers, but even with the extra horsepower it is a much more manageable car.

Contributing a major share towards the Cobra's more agreeable personality is an entirely new suspension. Whereas the old Cobra chassis had about as much torsional rigidity as overcooked spaghetti, the new frame, still fabricated at AC Cars in England—but now to Shelby specifications—is as stiff as a Redwood trunk and permits the equally new coil sprung suspension to operate at maximum efficiency. The man responsible for this all-independent suspension system is Klaus Arning, the Ford Motor Company genius responsible for the impeccable handling of the Ford GT. Arning has designed the same anti-dive and anti-squat characteristics into the 427 Cobra. Under heavy acceleration the car tracks nicely for a machine with such power, and its braking manners are magnificent. The massive Girling discs haul the car down from 100 mph-plus speeds like you've suddenly run into a sand bank, and much of this is due to the suspension's anti-dive capability. Even though things are greatly improved, don't get the impression that this handles like a land cruiser. The car will break traction at speeds beyond 100 mph and imprudent applications of power will send the tail-end slewing sideways. Wider-base racing tires will help, but the fact remains that the Cobra 427 is not an automobile for novices.

The 427 designation is a misnomer, as the actual engine displacement is 428 cu. in. This all happened midway through the 1966 season when Shelby decided the 427 racing wedge engine was unnecessarily expensive. Ford's 428 cu. in. engine, (also used in the 7 Litre Galaxie sedan), is based on the 352-390 series block and is much less expensive to build than the 427. Ergo, goodbye 427. Performance figures indicate that except for racing applications, there is no real difference in the capabilities of the two engines.

One might expect a Cobra with an engine displacing 428 cu. in. to be an absolute beast on the street. It is utterly to the contrary, with a positively placid disposition at low speeds. This faked us out completely because we expected to find a machine with a vicious, bear-trap clutch and an engine that idled something like a Double-A fuel dragster. We found the 11.5-inch Ford clutch to be no more challenging than a normal domestic unit and the engine ticked off a 700-rpm idle in fine style. In fact, the smoothness of the Cobra at low speeds completely belies its breathtaking performance, and only when the throttle is cracked does one realize the res-

ervoir of power is practically a bottomless pit. Like the engine, the transmission is a standard Ford unit that operates smoothly and efficiently at all speeds and in all gears.

Unlike the 427 Sting Ray, the Cobra has retained its identity as a rawboned, wind-in-the-face sports car. While the Sting Ray is a completely civilized vehicle, available with everything from FM radio to air conditioning, the Cobra comes across the counter with the same spartan aspect that typified pre-Fifties English sports cars. There are side curtains, a top that requires a degree in structural engineering to understand, and, with the top up and the side curtains in place, you're going to find yourself gasping for breath. But if you want air conditioning and all those other creature comforts that are available with a Corvette, you probably aren't interested in a Cobra anyway.

Amazingly, the Cobra engine refused to overheat even in rush-hour traffic. While this worry is gone you're still liable to end up sweating. The men at Shelby have stuffed loads of insulation between the engine and you, but with the engine just a couple of inches from your feet, it still tends to get awfully hot inside the cockpit.

Being about seven inches wider than the old 289, the 427 is a much more comfortable car. The seats are deep, comfortable leather-covered buckets that will accommodate just about any body configuration. The steering wheel is perfectly positioned, though the shift lever comes out of the tunnel about three inches too far aft to be described as ideal and tall drivers will find that they have to twist and bend more than they will like. Gauges and instruments are nicely clustered so that the driver is able to find the information he needs with just a minimum of neck craning.

The 427 Cobra is bulkier looking than its forerunner and, if anything, looks even meaner. It utilizes the same deeply flaired wheel wells that first appeared on the 289 racing versions and, in our highly subjective opinion, is just about the toughest looking car on the road.

The 427 Cobra is sure to be the fastest car on the block, possibly in the state, and if you are of a mind to latch onto one of these twisters Shelby will be glad to take your dough. The 427 Cobra is now available in reasonable quantities and, although your local Ford dealer isn't likely to have two or three in stock, he'll be able to get one into your hot little hands so quickly you won't be able to change your mind.

**SHELBY COBRA 427**

Manufacturer: Shelby American Inc.
6501 W. Imperial Highway
Los Angeles, Calif.

Price as Tested: $6900

**ENGINE**

Water-cooled V-8, cast iron block, 5 main bearings
Bore x stroke ..... 4.13x3.98 in, 104x101 mm
Displacement ..... 428 cu. in, 7016 cc
Compression ratio ..... 10.0 to one
Carburetion ..... 1x4-bbl Ford
Valve gear ..... Pushrod-operated overhead valves, hydraulic lifters
Power (SAE) ..... 390 bhp @ 5200 rpm
Torque ..... 475 lbs-ft @ 3700 rpm
Specific power output ..... 0.91 bhp per cu. in, 55.6 bhp per liter
Mileage ..... 9-12 mpg on premium fuel
Range on 18-gallon tank ..... 162-216 miles

**DRIVE TRAIN**

Clutch ..... 11.5-inch single dry plate
Transmission ..... 4-speed manual, all-synchromesh

| Gear | Ratio | Overall | Mph/1000 rpm | Max mph |
|---|---|---|---|---|
| Rev | 2.32 | 7.68 | —10.86 | —69 |
| 1st | 2.32 | 7.68 | 10.86 | 69 |
| 2nd | 1.69 | 5.59 | 14.98 | 95 |
| 3rd | 1.29 | 4.26 | 19.62 | 124 |
| 4th | 1.00 | 3.31 | 25.12 | 160 |

Final drive ratio ..... 3.31 to one

**CHASSIS**

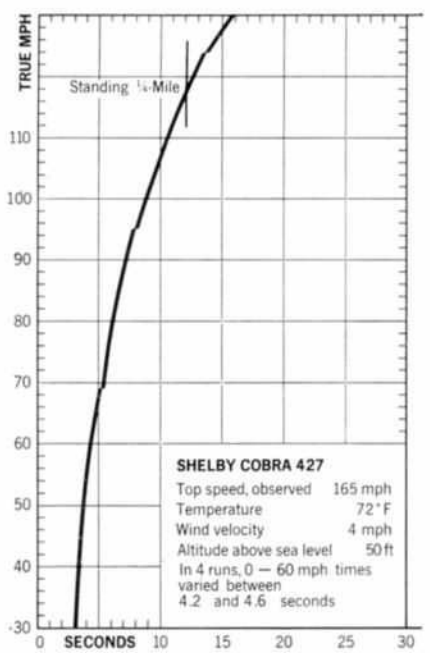
Wheelbase ..... 90 in
Track ..... F: 56 R: 56 in
Length ..... 156 in
Width ..... 68 in
Height ..... 49 in
Curb Weight ..... 2529 lbs
Test Weight ..... 2890 lbs
Weight distribution front/rear ..... 48/52%

Suspension F: Ind., unequal-length wishbones with anti-dive and anti-squat coil springs
R: Ind., unequal-length wishbones with anti-dive and anti-squat coil springs
Brakes ..... 11.6-in discs F, 10.7-in discs R, 580 sq in swept area
Steering ..... Rack and pinion
Turns ..... lock to lock 2.5
Turning circle ..... 36 ft.
Tires and wheels ..... 8.15x15 on 7.5-in rims

**ACCELERATION**

| Zero To | Seconds |
|---|---|
| 30 mph | 3.2 |
| 40 " | 3.6 |
| 50 " | 3.9 |
| 60 " | 4.3 |
| 70 " | 5.5 |
| 80 " | 6.2 |
| 90 " | 7.3 |
| 100 " | 8.8 |

Standing ¼-mile ..... 118 mph in 12.2




**CHECK LIST**

**ENGINE**

| | |
|---|---|
| Starting | Good |
| Response | Excellent |
| Noise | Good |
| Vibration | Good |

**DRIVE TRAIN**

| | |
|---|---|
| Clutch Action | Excellent |
| Transmission Linkage | Excellent |
| Syncromesh Action | Excellent |
| Power-To-Ground Transmission | Good |

**BRAKES**

| | |
|---|---|
| Response | Excellent |
| Pedal Pressure | Good |
| Fade Resistance | Excellent |
| Smoothness | Excellent |
| Directional Stability | Excellent |

**STEERING**

| | |
|---|---|
| Response | Good |
| Accuracy | Good |
| Feedback | Good |
| Road Feel | Good |

**SUSPENSION**

| | |
|---|---|
| Harshness Control | Good |
| Roll Stiffness | Excellent |
| Tracking | Fair |
| Pitch Control | Good |
| Shock Damping | Excellent |

**CONTROLS**

| | |
|---|---|
| Location | Good |
| Relationship | Good |
| Small Controls | Good |

**INTERIOR**

| | |
|---|---|
| Visibility | Excellent |
| Instrumentation | Good |
| Lighting | Good |
| Entry/Exit | Good |
| Front Seating Comfort | Good |
| Front Seating Room | Good |
| Rear Seating Comfort | —— |
| Rear Seating Room | —— |
| Storage Space | Fair |
| Wind Noise | Fair |
| Road Noise | Fair |

**WEATHER PROTECTION**

| | |
|---|---|
| Heater | Good |
| Defroster | Good |
| Ventilation | Poor |
| Weather Sealing | Good |
| Windshield Wiper Action | Good |

**QUALITY CONTROL**

| | |
|---|---|
| Materials, Exterior | Good |
| Materials, Interior | Good |
| Exterior Finish | Good |
| Interior Finish | Good |
| Hardware and Trim | Good |

**GENERAL**

| | |
|---|---|
| Service Accessibility | Excellent |
| Luggage Space | Poor |
| Bumper Protection | Poor |
| Exterior Lighting | Good |
| Resistance to Crosswinds | Good |

# CORVETTE STING RAY 427

## Every one of the 435 horses under the hood must be out of Kelso.

Year by year the lines of the Corvette get bumpier and bumpier. This year's new wrinkle is a giant scoop on the hood. Presumably it is to accomodate the three dual-throat carburetors but it sure does make the car look mean.

It can afford to. Our test car, equipped with a thrashing 427 cu. in., engine has got to be one of the quickest cars on the road today. Fortunately it is quick around the corners as well as in a straight line—were it not, we would have definite misgivings about equipping anyone with such a monster. Four wheel disc brakes and a fairly good steering mechanism also help this potent American sports car mind its manners.

The 427 Sting Ray was introduced last year. At that point Chevrolet claimed they were getting something like 425 horsepower out of this powerplant. What with GM's policy of keeping a lid on performance, it was generally assumed that this figure was maybe a *teensy-weensy* bit lower than it really should have been. At any rate there was an awful surge of power every time you touched the throttle. This year, the 427 sports three dual throat Holley carburetors instead of last year's single 4-barrel and the "official" horsepower rating has been upped by ten to 435. If that isn't enough to make you lose your cool, we'd like to see what would. For those who want the 427 engine, but don't want to be bothered with that messy business of pushing a gear shift lever around all the time, there is a 400 horsepower version that comes equipped with the 2-speed Power Glide unit.

With all those horses (however many there really are) the overwhelming impression of this car is power. Make no mistake, this thing is not a big cube monster for hauling around an equally ponderous chassis. The 1967 Sting Ray is a sophisticated sports car, complete with an independent rear and a suspension geometry that allows it to handle quite well. And with just about 3450 pounds (complete with driver), Chevrolet has broken from the GM policy of not allowing a weight to horsepower ratio of less than 10 lbs/hp. And they have done it in a big way; the 1967 Sting Ray 427 features a ratio of 7.7 pounds per horsepower.

It almost goes without saying that all this adds up to a real package of dynamite. Put into the wrong hands this car could be lethal, a dab on the throttle almost invariably results in chirping tires and an instantaneous increase in forward velocity. This is particularly evident in First and Second, but even in the upper gears you'd better have a good reason for increasing the amount of air/fuel going through those carburetors—a lot of room helps too.

Higher-rate front and rear springs are fitted along with a $\frac{7}{8}$-inch stabilizer bar at the front and a $\frac{3}{4}$-inch bar at the rear. The half-shafts and U-joints are shot-peened, and are constructed of stronger stuff than on the smaller Sting Rays. All this beefing up is to allow for the terrific stresses resulting from all that torque twisting through this fiberglass/metal ladder-frame chassis.

Driving around in city traffic, the 427 Sting Ray is a pleasant surprise. Oh, it's still a handful, but it's a controllable handful and you

really don't have to worry too much about stalling, flooding or overheating. But everything really comes into sharp focus when you get it out on the open road. Compared to anything you might come up against—unless you're unlucky enough to encounter a 427 Cobra—it's the wildest, hottest set-up going. With the 3.36 rear axle ratio it'll turn a quarter mile in a time that'll give a GTO morning sickness, and *still* run a top speed of around 150 mph. Personally all that is mind-boggling unless you happen to own a nice closed circuit race course where you're not likely to come around a corner at 80 to 90 mph only to find a milk tank-truck lugging along at about 22 mph. The excellent vented discs brakes will probably keep you from making a milk shake, but it's still nerve-shattering. Corvette is the only high-volume American car to come equipped with all disc brakes.

The difference between this seven-liter street machine and all the big seven-liter super stocks is in size and proper suspension. All the murderous acceleration is balanced by excellent, almost-light-weight handling. It's stiff and stable and it gets the power on the road—when the wheels stop spinning. The extra weight of this big engine doesn't really seem to affect the cars handling at all. There's a general feeling of ponderousness that one associates with any of the bigger sports machines at low speeds, but when you're going fast it's quick and responsive. It's more difficult to accurately place it in a fast corner, but that is due more to the power steering than bulk. It doesn't mince tidily around corners, but it gets around corners faster than any number of sports cars. It's an *American* GT car and it might not do things quite the way the European GT machines will, but it does them equally well in its own style.

The interior of the Corvette has not changed much since introduction of the Sting Ray, yet detail modifications for driver comfort have made it both efficient and eye-appealing. If there is one area where improvement is still to be had it is in the seats. They are adequately padded and offer fairly good for-and-aft adjustment, but for some reason you don't feel as secure as you do in, say, Porsche or Ferrari seats.

The 427 Corvette Sting Ray is meant for a very limited market. It sports a healthy price tag as well as outstanding performance, but if you have the resources—both fiscal and physical—to handle this brute, it is some experience.

**CORVETTE STING RAY 427**

Manufacturer: Chevrolet Motor Division
General Motors Corp.
Detroit, Michigan

Price as Tested: $5485

**ENGINE**

Water-cooled V-8, cast iron block, 5 main bearings
Bore x stroke ..... 4.25 x 3.76 in, 106 x 94 mm
Displacement ..... 427 cu. in, 7000 cc
Compression ratio ..... 11.0 to one
Carburetion ..... 3 x 2-bbl Holley
Valve gear ..... Pushrod-operated overhead valves, mechanical lifters
Power (SAE) ..... 435 bhp @ 5800 rpm
Torque ..... NA
Specific power output ..... 1.02 bhp per cu. in, 62 bhp per liter
Mileage ..... 10-15 mpg on premium fuel
Range on 20-gallon tank ..... 200-300 miles

**DRIVE TRAIN**

Clutch ..... 10.5-inch single dry plate
Transmission ..... 4-speed manual, all synchromesh

| Gear | Ratio | Overall | Mph/1000 rpm | Max mph |
|---|---|---|---|---|
| Rev | 2.26 | 7.59 | —10.3 | —66 |
| 1st | 2.20 | 7.39 | 10.7 | 69 |
| 2nd | 1.64 | 5.51 | 14.3 | 95 |
| 3rd | 1.27 | 4.27 | 18.5 | 120 |
| 4th | 1.00 | 3.36 | 23.5 | 153 |

Final drive ratio ..... 3.36 to one

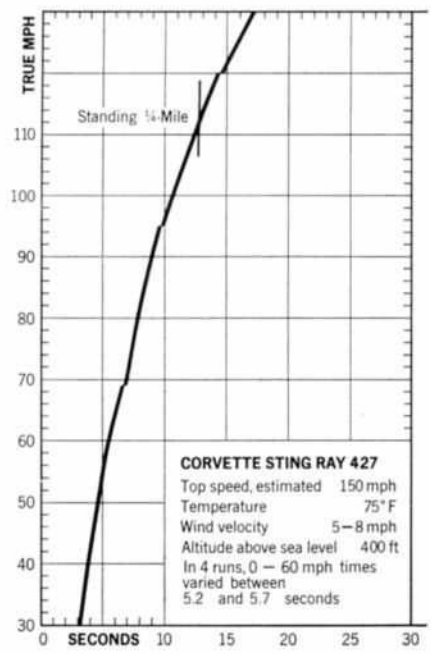
**CHASSIS**

Wheelbase ..... 98.0 in
Track ..... F:57.6 R:58.3 in
Length ..... 175.1 in
Width ..... 69.6 in
Height ..... 49.6 in
Curb Weight ..... 3160 lbs
Test Weight ..... 3450 lbs

Weight distribution front/rear ..... 47/53%
Suspension F: Ind., unequal-length wishbones, coil springs, anti-sway bar
R: Ind., lower transverse link, half-shafts acting as upper locating members, trailing arms, transverse leaf spring
Brakes ..... 11.75-in discs F & R, 461.2 sq in swept area
Steering ..... Recirculating ball
Turns, lock to lock ..... 3
Turning circle ..... 36 ft.
Tires and wheels ..... 7.75x15

**ACCELERATION**

| Zero To | Seconds |
|---|---|
| 30 mph | 3.2 |
| 40 " | 3.8 |
| 50 " | 4.6 |
| 60 " | 5.4 |
| 70 " | 6.9 |
| 80 " | 7.8 |
| 90 " | 9.0 |
| 100 " | 10.6 |
| Standing ¼-mile | 112 mph in 12.8 |




**CHECK LIST**

**ENGINE**

| | |
|---|---|
| Starting | Good |
| Response | Very Good |
| Noise | Fair |
| Vibration | Fair |

**DRIVE TRAIN**

| | |
|---|---|
| Clutch Action | Excellent |
| Transmission Linkage | Excellent |
| Synchromesh Action | Excellent |
| Power-To-Ground Transmission | Fair |

**BRAKES**

| | |
|---|---|
| Response | Excellent |
| Pedal Pressure | Excellent |
| Fade Resistance | Excellent |
| Smoothness | Excellent |
| Directional Stability | Excellent |

**STEERING**

| | |
|---|---|
| Response | Good |
| Accuracy | Fair |
| Feedback | Fair |
| Road Feel | Good |

**SUSPENSION**

| | |
|---|---|
| Harshness Control | Good |
| Roll Stiffness | Good |
| Tracking | Good |
| Pitch Control | Good |
| Shock Damping | Good |

**CONTROLS**

| | |
|---|---|
| Location | Good |
| Relationships | Very Good |
| Small Controls | Good |

**INTERIOR**

| | |
|---|---|
| Visibility | Good |
| Instrumentation | Excellent |
| Lighting | Very Good |
| Entry/Exit | Fair |
| Front Seating Comfort | Good |
| Front Seating Room | Good |
| Rear Seating Comfort | —— |
| Rear Seating Room | —— |
| Storage Space | Fair |
| Wind Noise | Fair |
| Road Noise | Fair |

**WEATHER PROTECTION**

| | |
|---|---|
| Heater | Excellent |
| Defroster | Excellent |
| Ventilation | Very Good |
| Weather Sealing | Very Good |
| Windshield Wiper Action | Good |

**QUALITY CONTROL**

| | |
|---|---|
| Materials, Exterior | Good |
| Materials, Interior | Good |
| Exterior Finish | Good |
| Interior Finish | Good |
| Hardware and Trim | Very Good |

**GENERAL**

| | |
|---|---|
| Service Accessibility | Good |
| Luggage Space | Poor |
| Bumper Protection | Good |
| Exterior Lighting | Good |
| Resistance to Crosswinds | Good |

# FERRARI 275/GTS

## It's probably smaller than you expected, but it's still a thoroughbred Ferrari.

Click! Key on. Click! Fuel pump—tick-tick-tick-tick-tick-tick . . . tick! Starter—rowrrowrrowrowr, WHOOM! The first time you start a Ferrari in the morning is always like the first time ever.

One never quite gets used to that first blast of noise—that combination of carburetors sucking cubic yards of air, twenty-four valves rattling to life, twelve pistons oscillating up and down and four large exhaust pipes coughing out half-burned fuel and blue smoke and droning throb.

Although our test car—the Ferrari 275/GTS—looks tiny in comparison with other Ferraris, it has the performance, the handling and the feel of those hairy chested monsters from Maranello. Seen from the rear quarter, it looks almost Sprite-sized. The wheelbase is 94.5 inches and the overall length of 170 inches is quite visibly less than the 330/GT 2+2. Given these smaller dimensions, combined with the big Dunlop SP tires and their bulky, knobby tread and the four big exhaust pipes that poke out from under the car's tail, the visual effect is one of explosive spine-cracking GO, and in this case appearances don't lie. The 275/GTS develops 280 horsepower at 7500 rpm from its 12-cylinder 200 cubic inch engine. With all those pistons and valves moving around one might suspect the reliability of this unit. Have no fears. Enzo Ferrari is more interested in selling new cars than servicing old ones and the 275/GTS is about as sturdy a high performance machine as you'll find. This reliability has not been established at the expense of performance. The car accelerates to 100 mph in less than 16 seconds and has a top speed which we doubt you'll ever be able to use—144 mph. With three Weber carburetors and massive black valve covers, the engine compartment of the 275/GTS is brimming with expensive looking items to make it all go. But hold on, how does that power get back to the wheels? Who's being funny here, where the devil is the transmission? Don't worry lad, you haven't been gypped; just look back there in the rear and you'll see that your $14,500 has gotten you a car with a transmission; a super sophisticated five-speed unit similar to the mid-Fifties Formula One design. Just because of its distance from either engine or gearshift lever you anticipate that there is going to be some looseness or delay in operating this transmission. There isn't. The throws are precise and positive and only at low speeds will you notice any trace of a delay. At normal driving speeds everything is fast and precise and at high-speeds it is even better.

Moving along from the transaxle unit to the rear suspension, it's safe to say that the GTS offers all the advantages of an IRS arrangement with hardly any disadvantages. In fast country driving there is no indication that the car even has an independent rear, except that it rides better than live-axle Ferraris and it'll stick to the chosen line in a corner even when the pavement is rough and the camber of the road is all wrong. At low speeds the car will plow some, but as the corners become longer and faster the understeer moves more and more toward neutral, and oversteer can be induced at will with proper application of steering and throttle. In addition to its complete predictability, the GTS features excellent disc

brakes on all four wheels. We found them to be effective at all speeds and were impressed with their directional stability as well as stopping power.

The seats in the GTS are large and comfortable. They have adjustable backrests, which are fine, but the amount of adjustment is sharply limited by the proximity of the cockpit's rear wall and the top of the wheel well. This also serves to limit fore-and-aft adjustment. It's not really a problem for the passenger, because the foot well on that side is so deep that it requires a hinged footrest for passengers of normal, or smaller stature. But the driver's foot well is jammed-up with pedals, so he must sit with his knees splayed apart in a fairly uncomfortable position. The steering wheel position is not exactly what we'd expect from a Ferrari either. The column is more sharply angled downward than on other Ferraris and this makes the wheel a bit high.

And one last gripe about the interior. The window cranks are located way down in the lower front corner of the doors. For the passenger, this only means an inconvenient bend forward, but for the driver, it means feeding his hand through the narrow space between the armrest and the steering wheel—a space already filled with his knee. If ever there was a place for electric windows this is it.

Everything else in the interior is all that you expect and more. The instruments are well placed and legible, the quality of materials can't be faulted (with the possible exception of the wooden dashboard—but that's a matter of taste) and visibility, even with the top in place, is good. Speaking of the top, we found that it was one of the easiest to operate that we have ever seen. Honest to Pete, it takes only one hand to raise or lower it.

The GTS could turn out to be the biggest-selling model Ferrari has ever shipped to this country. It combines all the things needed for use in America—good weather protection, good heater, superlative performance, and smoothness and reliability of high order. In the past ten years, Americans have become more and more able and willing to spend large portions of their income on automobiles. At the same time they have become more and more demanding on the type of performance, appearance and quality that they expect for their money. So the time seems ripe for Ferrari and the 275/GTS seems ideally suited to the wants and whims of affluent enthusiasts.

## FERRARI 275/GTS

**Importer:** Luigi Chinetti Motors
780 Eleventh Avenue
New York, N.Y.

**Price as Tested:** $14,500

### ENGINE

Water-cooled V-12 aluminum block, 7 main bearings
Bore x stroke ..... 3.04x2.31 in, 77x58.8 mm
Displacement ..... 200.4 cu. in, 3286 cc
Compression ratio ..... 9.2 to one
Carburetion ..... 3x2-bbl Weber 40 DCL/6
Valve gear ..... Single overhead camshaft per bank
Power (SAE) ..... 280 bhp @ 7500 rpm
Torque ..... 217 lbs-ft @ 5000 rpm
Specific power output ..... 1.42 bhp per cu. in, 85.3 bhp per liter
Mileage ..... 12-15 mpg on premium fuel
Range on 19-gallon tank ..... 228-285 miles

### DRIVE TRAIN

Clutch ..... 10.0-inch single dry plate
Transmission ..... 5-speed manual, all-synchromesh

| Gear | Ratio | Overall | Mph/1000 rpm | Max mph |
|---|---|---|---|---|
| Rev | 2.67 | 8.81 | —8.0 | —56 |
| 1st | 3.08 | 10.16 | 6.9 | 48 |
| 2nd | 2.12 | 7.00 | 10.1 | 72 |
| 3rd | 1.57 | 5.18 | 13.6 | 95 |
| 4th | 1.25 | 4.13 | 17.1 | 119 |
| 5th | 1.04 | 3.43 | 20.6 | 144 |

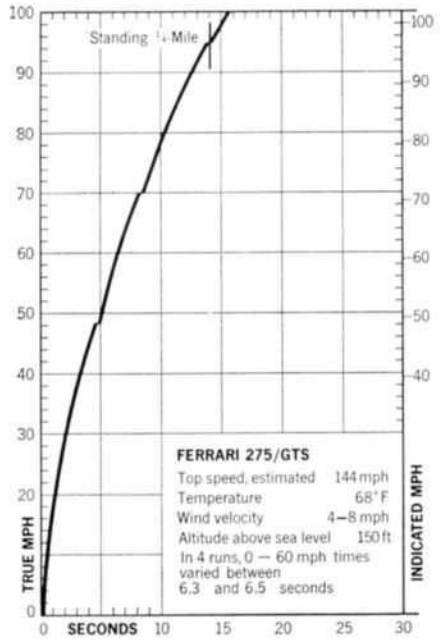
Final drive ratio ..... 3.3 to one

### CHASSIS

Wheelbase ..... 94.5 in
Track ..... F:54.3, R:54.7 in
Length ..... 170 in
Width ..... 65.3 in
Height ..... 51.6 in
Curb Weight ..... 3318 lbs
Test Weight ..... 3393 lbs
Weight distribution front/rear ..... 48/52%
Suspension F: Ind., parallel wishbones, coil springs, telescopic shocks, anti-sway bar
R: Ind., parallel wishbones, coil springs, telescopic shocks, anti-sway bar
Brakes ..... 11.0-in discs F, 10.8-in discs R, 475 sq in swept area
Steering ..... Worm and roller
Turns ..... lock to lock 3.5
Turning circle ..... 32.6 ft.
Tires and wheels ..... 185x14 Dunlop SP

### ACCELERATION

| Zero To | Seconds |
|---|---|
| 30 mph | 2.1 |
| 40 " | 3.4 |
| 50 " | 5.1 |
| 60 " | 6.5 |
| 70 " | 8.0 |
| 80 " | 10.3 |
| 90 " | 12.6 |
| 100 " | 15.6 |
| Standing ¼-mile | 95 mph in 14.0 |




### CHECK LIST

**ENGINE**

| | |
|---|---|
| Starting | Good |
| Response | Excellent |
| Noise | Good |
| Vibration | Very Good |

**DRIVE TRAIN**

| | |
|---|---|
| Clutch Action | Excellent |
| Transmission Linkage | Very Good |
| Synchromesh Action | Excellent |
| Power-To-Ground Transmission | Excellent |

**BRAKES**

| | |
|---|---|
| Response | Excellent |
| Pedal Pressure | Good |
| Fade Resistance | Excellent |
| Smoothness | Very Good |
| Directional Stability | Excellent |

**STEERING**

| | |
|---|---|
| Response | Very Good |
| Accuracy | Excellent |
| Feedback | Very Good |
| Road Feel | Very Good |

**SUSPENSION**

| | |
|---|---|
| Harshness Control | Good |
| Roll Stiffness | Very Good |
| Tracking | Very Good |
| Pitch Control | Very Good |
| Shock Damping | Very Good |

**CONTROLS**

| | |
|---|---|
| Location | Excellent |
| Relationship | Excellent |
| Small Controls | Very Good |

**INTERIOR**

| | |
|---|---|
| Visibility | Good |
| Instrumentation | Very Good |
| Lighting | Very Good |
| Entry/Exit | Very Good |
| Front Seating Comfort | Excellent |
| Front Seating Room | Fair |
| Storage Space | Fair |
| Wind Noise | Good |
| Road Noise | Good |

**WEATHER PROTECTION**

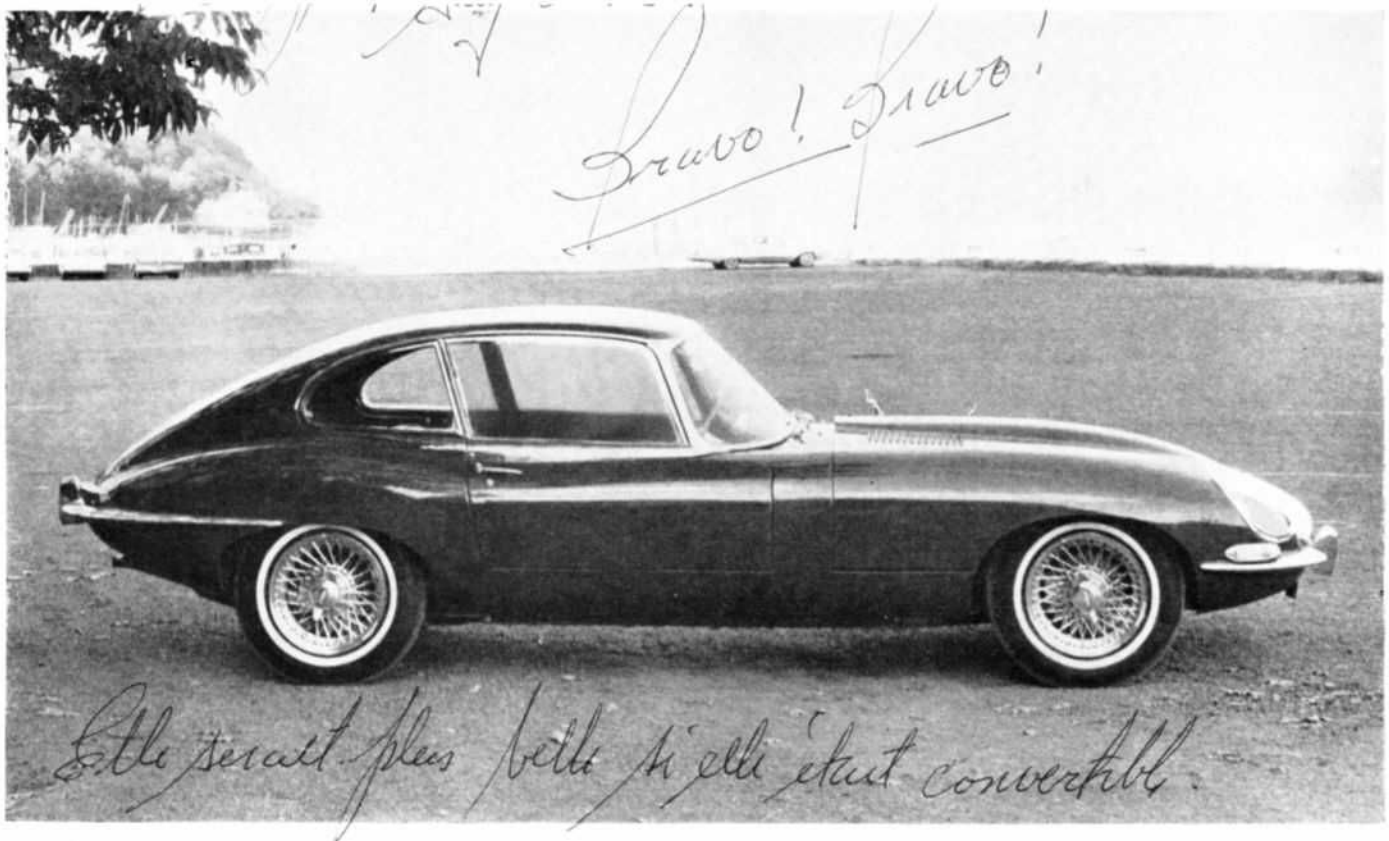
| | |
|---|---|
| Heater | Very Good |
| Defroster | Very Good |
| Ventilation | Good |
| Weather Sealing | Excellent |
| Windshield Wiper Action | Good |

**QUALITY CONTROL**

| | |
|---|---|
| Materials, Exterior | Excellent |
| Materials, Interior | Very Good |
| Exterior Finish | Excellent |
| Interior Finish | Excellent |
| Hardware and Trim | Excellent |

**GENERAL**

| | |
|---|---|
| Service Accessibility | Fair |
| Luggage Space | Very Good |
| Bumper Protection | Fair |
| Exterior Lighting | Excellent |
| Resistance to Crosswinds | Very Good |




# JAGUAR XK-E 4.2, 2+2

## Up front, where comfort counts, this longer Jag is a great improvement.

The 2+2 version of Jaguar's super sexy XK-E is the most useful and up-to-date car of its type produced in England today. Granted there are cars that are faster, more sophisticated or more commodious, but this Jaguar is definitely Britain's top contender in the almost-four-passenger GT category. And what's more, its price is quite a bargain.

Our test car was equipped with the newly designed four-speed manual transmission. There is also a Borg-Warner automatic transmission that can be had, but from past experience with such units, we would be very hesitant to recommend such a set-up. With the manual transmission and the updated 4.2-liter engine, we found the 2+2 to be a fast, flexible and responsive car.

If you anticipate carrying more than two people in this "occasional" four-seater car, look somewhere else. They increased the wheelbase from 96 to 105 in. to make room for the rear seat, but what they really did was make more room for the front seat. And to make allowances for rear seat passengers, they raised the roof-line a couple of inches. Once again the prime benefactors are the occupants of the front seats. Amazing! You can drive it without scrunching down to see the passing scenery or to avoid whacking your head on the roof as you cross frost-heaves and railroad tracks. Although it's more comfortable, make no mistake, it still incorporates enough traditional Jaguar touches to keep it from pure perfection—like the utter lack of interior ventilation, the rear suspension that smites you sharply at every bump, and the outside door handles that fit so flush to the body that you can't get your fingers into them to open the doors.

The 2+2's added length and height make it look a little ungainly from some angles and the top and bottom don't quite match somehow. But the overall effect is only marginally less spectacular than the two-seater XK-E. People still drop everything to ogle the car, and it got compliments wherever it went—despite the fact that this basic shape has been on the streets now for over five years.

The engine design is something less than new, but it doesn't seem to make any difference. It just gets stronger and smoother every time they bore it out some more or make another detail refinement. It's currently rated at 265 horsepower, but it pulls and responds like it had many more than the stated figure. It will easily wind to its 5500 redline and seems delighted to run at the high end of its rpm range forever.

The all-independent suspension of the two-place XK-E has been retained, apparently without modification. Inasmuch as the taller 2+2 has a substantially higher center of mass, there is a noticeable increase in roll—including a hint of roll-steer that was not evident in earlier IRS Jaguars. Under "normal" high speed touring conditions the handling of the 2+2 ranges between predictable understeer and neutral steer, but really spirited cornering will produce oversteer.

Aside from the extra room, the thing that will really send Jaguar fans into flights of ecstasy is the new transmission and shift linkage. It still hasn't reached the super-smooth, super-accurate level, but it does permit crisp, quick roadracing-

style gear changes. It's also a lot quieter than before, and the presence of a synchronized First (finally!) has effectively removed a major source of irritation.

The driver and front-seat passengers will find it much easier to enter and exit because the 2+2 has much wider doors than the regular XK-E. Again, this was done to facilitate loading and unloading of rear-seat passengers, but the benefits are most enjoyed by those in the front. The rear seat is so cramped anyway that there simply isn't any easy way to get in and out.

The front seats are firm, and they offer good support in all directions. There is a two-position adjustment for rake—a little flip-over latch that gives a choice between bolt-upright and nearly reclining. The upright position is probably best for fast driving on twisty roads, while the reclining was most useful on long, straight stretches. The instrument panel features a large, round, well-lit speedometer and tach, but it is a maze of switches and knobs and dials. It's hard to sort through all that handsome British hardware to find the item you want at the moment—especially when you haven't lived with the car long enough to know it by heart—but we feel this would pose no serious problem for the owner. (We did come across two knobs which were unidentified in the owner's manual and didn't seem to do anything. Maybe they're decoys just to keep prying hands occupied).

The only major flaw in the 2+2 interior that will affect front and rear occupants equally is the appalling lack of ventilation. There are two small vents hidden away behind the panel, and even if the driver can find these—which is doubtful—they don't blow much harder than a terminal TB case. On the other hand, the heater and defroster are more effective—though still not up to American standards.

The 2+2 version of the XK-E has retained the best qualities of the smaller XK-E, improved enormously on a couple of that car's significant weak points, and stands right up there with the 3.8-sedan as one of the most desirable Jaguars ever built. Its flaws are pretty much what might be expected by dyed-in-the-wool British car enthusiasts and none of them are severe enough to outweigh the charm of the car's speed, handling, brakes and distinctive appearance. And with a price tag that's several thousand dollars lower than other cars of this *genre*, it should be the most saleable car that Jaguar has ever shipped to this country.

## JAGUAR XK-E, 2 + 2

Importer: Jaguar Cars Inc.
32 East 57th St.
New York, N.Y.
Price as Tested: $6518

### ENGINE

Water-cooled 6-in-line, cast iron block, 7 main bearings

| | |
|---|---|
| Bore x stroke | 3.63 x 4.17 in, 92.1 x 106 mm |
| Displacement | 258 cu. in., 4235 cc |
| Compression ratio | 9.0 to one |
| Carburetion | 3 x 1-bbl SU HD8 |
| Valve gear | Chain driven dual overhead camshafts |
| Power (SAE) | 265 bhp @ 5400 rpm |
| Torque | 283 lbs-ft @ 4000 rpm |
| Specific power output | 1.03 bhp per cu. in, 62.7 bhp per liter |
| Mileage | 12-17 mpg on premium fuel |
| Range on 16-gallon tank | 204-289 miles |

### DRIVE TRAIN

| | |
|---|---|
| Clutch | 10.0-inch single dry plate |
| Transmission | 4-speed, manual, all synchromesh |

| Gear | Ratio | Overall | Mph/1000 rpm | Max mph |
|---|---|---|---|---|
| Rev | 3.38 | 11.42 | −6.9 | −38 |
| 1st | 3.38 | 11.42 | 6.9 | 38 |
| 2nd | 1.86 | 6.29 | 12.5 | 69 |
| 3rd | 1.28 | 4.32 | 18.2 | 100 |
| 4th | 1.00 | 3.38 | 23.3 | 128 |

Final drive ratio 3.38 to one

### CHASSIS

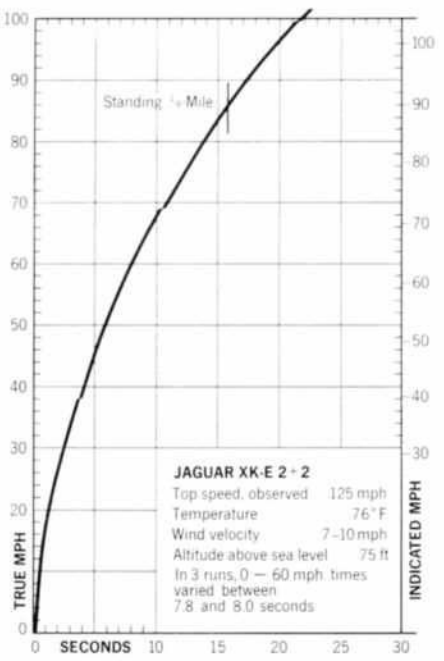
| | |
|---|---|
| Wheelbase | 105.0 in |
| Track | F: 50.0 R: 50.0 in |
| Length | 184.3 in |
| Width | 65.3 in |
| Height | 50.1 in |
| Curb Weight | 3025 lbs |
| Test Weight | 3440 lbs |
| Weight distribution front/rear | 50/50 % |

**SUSPENSION** F: Ind., unequal-length upper and lower wishbones, torsion bars, anti-sway bar
R: Ind., lower trailing arm and lateral link, halfshafts acting as upper links, coil springs, anti-sway bar

| | |
|---|---|
| Brakes | 11.0-in discs F, 10.0-in discs R, 461 sq in swept area |
| Steering | Rack and pinion |
| Turns, lock to lock | 2.5 |
| Turning circle | 41 ft |
| Tires and wheels | Dunlop 6.40-15 RS5 on 5.5J rims |

### ACCELERATION

| Zero To | Seconds |
|---|---|
| 30 mph | 2.4 |
| 40 mph | 4.1 |
| 50 mph | 6.2 |
| 60 mph | 7.8 |
| 70 mph | 10.8 |
| 80 mph | 13.8 |
| 90 mph | 17.5 |
| 100 mph | 22.0 |
| Standing ¼ mile | 86 mph in 15.9 |




### CHECK LIST

**ENGINE**

| | |
|---|---|
| Starting | Good |
| Response | Very Good |
| Noise | Good |
| Vibration | Very Good |

**DRIVE TRAIN**

| | |
|---|---|
| Clutch Action | Very Good |
| Transmission Linkage | Fair |
| Synchromesh Action | Fair |
| Power-To-Ground Transmission | Good |

**BRAKES**

| | |
|---|---|
| Response | Good |
| Pedal Pressure | Good |
| Fade Resistance | Very Good |
| Smoothness | Very Good |
| Directional Stability | Very Good |

**STEERING**

| | |
|---|---|
| Response | Very Good |
| Accuracy | Good |
| Feedback | Good |
| Road Feel | Excellent |

**SUSPENSION**

| | |
|---|---|
| Harshness Control | Fair |
| Roll Stiffness | Good |
| Tracking | Good |
| Pitch Control | Good |
| Shock Damping | Fair |

**CONTROLS**

| | |
|---|---|
| Location | Good |
| Relationship | Very Good |
| Small Controls | Good |

**INTERIOR**

| | |
|---|---|
| Visibility | Good |
| Instrumentation | Very Good |
| Lighting | Good |
| Entry/Exit | Fair |
| Front Seating Comfort | Good |
| Front Seating Room | Very Good |
| Rear Seating Comfort | Fair |
| Rear Seating Room | Poor |
| Storage Space | Fair |
| Wind Noise | Good |
| Road Noise | Good |

**WEATHER PROTECTION**

| | |
|---|---|
| Heater | Fair |
| Defroster | Fair |
| Ventilation | Very Poor |
| Weather Sealing | Good |
| Windshield Wiper Action | Fair |

**QUALITY CONTROL**

| | |
|---|---|
| Materials, Exterior | Very Good |
| Materials, Interior | Very Good |
| Exterior Finish | Good |
| Interior Finish | Very Good |
| Hardware and Trim | Excellent |

**GENERAL**

| | |
|---|---|
| Service Accessibility | Fair |
| Luggage Space | Poor |
| Bumper Protection | Poor |
| Exterior Lighting | Excellent |
| Resistance to Crosswinds | Very Good |

# MERCEDES BENZ 230 SL

## If you're looking for a sports car with a velvet touch, here it is.

The 230SL did not exactly take the motoring world by storm on its introduction in 1963. Like the 4-cylinder 190SL that preceded it, the 230SL seemed somewhat overpriced and somewhat underpowered, doomed to languish in the grey world of quasi-sports cars of the type favored by husband-and-wife SCCA rally crews and few others. After all, you could get an E-Type Jaguar or a Porsche or even a Corvette for less money. Somehow, the 230SL has escaped that lacklustre fate. Its price has come down, while its reputation has gone up. This is a lot more car that the 190SL ever was; if it hasn't filled the emotional vacuum created by the 300SL's departure, it has certainly carved out a nice respectable niche of its own.

The car's looks probably had something to do with its lack of stunning immediate acceptance. It just isn't exciting to contemplate in the manner of the voluptuous E-Type, the sinuous Porsche or the razzmatazz 'Vette, and it doesn't even look particularly expensive. All is sober function. It's a small car, and with those oversized-looking tires and a tallish windshield, it looks even smaller—almost toy-like, in fact. It's true that when you get to know and understand the 230SL, those looks suddenly seem exactly *right*, but that initial wallflower impression is just the thing to turn off the average 45 year old in the market for Exotic Escape. Most $7000 car buyers prefer something a bit less subtle.

As a matter of fact, "subtle" is a pretty apt one-word description of the 230SL. In keeping with the Mercedes-Benz engineering philosophy, it forsakes wild excesses in favor of carefully balanced, interlocking virtues that let it do a remarkable variety of things, remarkably well. These often only become apparent over a long period of acquaintanceship, erecting a further obstacle to quick euphoric reactions.

A good many of the 230SL's major mechanical components are interchangeable with the Mercedes sedan line—or were at the time of its introduction. The engine, for example, is a re-worked version of the old 220SE unit, slightly enlarged and fitted with a Bosch six-plunger injection pump in place of the 220's system, where each plunger fed three cylinders.

Any 2.3 liter engine trying to power a 3,000-pound machine is going to be working hard, but Mercedes-Benz didn't help things by their choice of gear ratios. Torque below 2500 rpm is so subtle as to be virtually nonexistent; you have to row through the gears like a sculler. Yet the 16.3 to 1 bottom gear ratio seems unduly low, peaking out with a scream at 29 mph or so, and third gear is even *more* unduly low, pooping out at around 80 mph. On the other hand, you can hum along all day at 100 mph, and at the 121 mph maximum you still have a safety margin of 500 rpm.

This points up the 230SL's real forte as a grand touring machine rather than a muscle-laden performance car. In the 0-to-60 mph sweepstakes it's in the MG-B class, and it rages over the quarter mile in around 17 seconds, for heaven's sake. The standard manual steering is low-geared and delightfully accurate. It's also very heavy in around-town use, and we recommend the Daimler-Benz power steering option. It's a lot lighter and a bit quicker and even at high speeds delivers none of that driving-on-ice sensation so common to power-assisted systems.

The 230SL is linked to the road via the tried-and-true Mercedes-Benz all-independent suspension with single-joint, low pivot rear swing axle and horizontal compensating spring. The maximum has been made of its very wide track by fitting big wide

14-inch, radial-ply tires. The result of all this is giggling, riotous fun. The car's balance is neutral and adhesion is on the order of chewing gum. You can go careening into any old corner at almost any old angle and the tires may howl, but you'll howl louder. You'd have to be incredibly ham-handed to get in any real trouble with this machine; and if you do, it has no nasty tricks up its sleeve; it simply moves from its basic understeer to neutral steer at high speeds.

Coupled with roadability is a supple ride, just this side of softness, that seems to get better as speeds increase. Over slow rough sections there's some shuddering, the probable result of rubber-mounted engine and drive train flexing. But at speed the 230SL hunkers down and thrusts on imperturbably.

We couldn't find a thing to criticize about the brakes—10.0-inch Girling discs in front, 9.0-inch finned drums at the rear. It's an old Mercedes-Benz custom to fit brakes more than adequate to handle the car's power and weight, and the 230SL lives up to the tradition.

The two outstanding features of the cockpit are comfort and visibility. Comfort from two of the best-designed seats in any car—sports or otherwise—and visibility from a relatively high seating position, low-cut sides, that tall windshield and the controversial "pagoda" hardtop roof.

Finish and workmanship are superb for the most part, but there are irritating lapses. The central heater controls are cheap-looking plastic levers, rubber mats substitute for carpeting on the floor, and the radio speaker grille atop the instrument panel is, for some unaccountable reason, made of wood. On our test car, it had already begun to warp. And please, Daimler-Benz, give us a steering wheel that provides safety but also hits esthetics at least a glancing blow.

A Daimler-Benz 4-speed automatic can be ordered instead of the standard 4-speed manual version, with just a 30-lbs. weight penalty. If you hate automatics on principle this is unimportant. But if you're anywhere near the borderline on the subject, this device might win you over. It's jerkier on upshifts than its American counterparts. It's also quicker—quicker in fact than the best-shifted manually equipped 230SL—and you can override the automatic to shift it manually at will.

If you can live without thundering power and flamboyant styling, check into the 230SL. Like somebody once said about somebody else, it gives you a choice—not an echo.

## MERCEDES BENZ 230 SL

**Importer:** Mercedes-Benz of North America
158 Linwood Plaza
Fort Lee, New Jersey

**Price as Tested:** $6250

### ENGINE

Water-cooled 6-in-line, cast iron block, 5 main bearings
Bore x stroke ..... 3.23 x 2.87 in, 82 x 73 mm
Displacement ..... 141 cu. in, 2306 cc
Compression ratio ..... 9.3 to one
Carburetion ..... Bosch fuel injection system
Valve gear ..... Single overhead camshaft with finger lifters
Power (SAE) ..... 170 bhp @ 5600 rpm
Torque ..... 159 lbs-ft @ 4500 rpm
Specific power output ..... 1.2 bhp per cu. in, 73.6 bhp per liter
Mileage ..... 16-24 mpg on premium fuel
Range on 17.2-gallon tank ..... 275-410 miles

### DRIVE TRAIN

Clutch ..... 9.0-inch single dry plate
Transmission ..... 4-speed manual, all synchromesh

| Gear | Ratio | Overall | Mph/1000 rpm | Max mph |
|---|---|---|---|---|
| Rev | 3.92 | 14.46 | —4.2 | —26 |
| 1st | 4.42 | 16.31 | 4.5 | 29 |
| 2nd | 2.28 | 8.42 | 8.7 | 51 |
| 3rd | 1.53 | 5.68 | 12.9 | 84 |
| 4th | 1.00 | 3.69 | 19.8 | 121 |

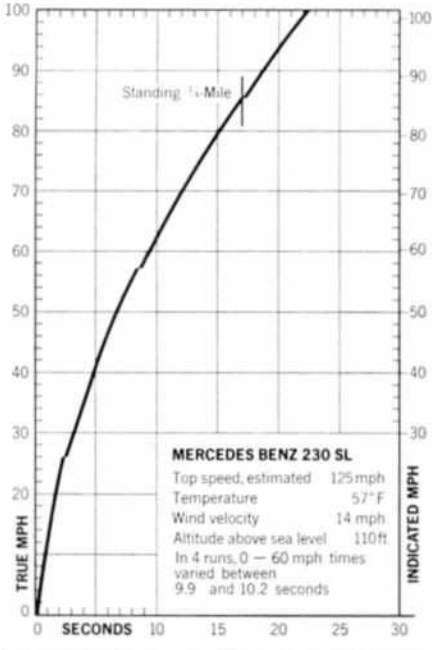
Final drive ratio ..... 3.69 to one

### CHASSIS

Wheelbase ..... 94.0 in
Track ..... F: 58.5 R: 58.5 in
Length ..... 169.6 in
Width ..... 69.02 in
Height ..... 51.5 in
Curb Weight ..... 2855 lbs
Test Weight ..... 3245 lbs
Weight distribution front/rear ..... 52/48%
Suspension F: Ind., unequal length wishbones, coil springs, anti-sway bar
R: Ind., single-joint low-pivot swing axles, coil springs, transverse coil spring
Brakes ..... 10.0-in discs F, 9.0-in drums R, 351 sq in swept area
Steering ..... Recirculating ball
Turns, lock to lock ..... 3.5
Turning circle ..... 34 ft.
Tires and wheels ..... 185-14 Continental on 5.0J rims

### ACCELERATION

| Zero To | Seconds |
|---|---|
| 30 mph | 3.1 |
| 40 " | 5.0 |
| 50 " | 6.9 |
| 60 " | 9.9 |
| 70 " | 12.0 |
| 80 " | 15.0 |
| 90 " | 18.9 |
| 100 " | 22.3 |
| Standing ¼-mile | 85 mph in 17.0 |




### CHECK LIST

#### ENGINE

| | |
|---|---|
| Starting | Very Good |
| Response | Very Good |
| Noise | Very Good |
| Vibration | Very Good |

#### DRIVE TRAIN

| | |
|---|---|
| Clutch Action | Very Good |
| Transmission Linkage | Fair |
| Synchromesh Action | Good |
| Power-To-Ground Transmission | Excellent |

#### BRAKES

| | |
|---|---|
| Response | Very Good |
| Pedal Pressure | Very Good |
| Fade Resistance | Very Good |
| Smoothness | Excellent |
| Directional Stability | Excellent |

#### STEERING

| | |
|---|---|
| Response | Very Good |
| Accuracy | Very Good |
| Feedback | Very Good |
| Road Feel | Good |

#### SUSPENSION

| | |
|---|---|
| Harshness Control | Very Good |
| Roll Stiffness | Very Good |
| Tracking | Good |
| Pitch Control | Good |
| Shock Damping | Good |

#### CONTROLS

| | |
|---|---|
| Location | Very Good |
| Relationship | Good |
| Small Controls | Good |

#### INTERIOR

| | |
|---|---|
| Visibility | Excellent |
| Instrumentation | Very Good |
| Lighting | Good |
| Entry/Exit | Very Good |
| Front Seating Comfort | Excellent |
| Front Seating Room | Excellent |
| Storage Space | Very Good |
| Wind Noise | Very Good |
| Road Noise | Very Good |

#### WEATHER PROTECTION

| | |
|---|---|
| Heater | Excellent |
| Defroster | Excellent |
| Ventilation | Very Good |
| Weather Sealing | Excellent |
| Windshield Wiper Action | Excellent |

#### QUALITY CONTROL

| | |
|---|---|
| Materials, Exterior | Excellent |
| Materials, Interior | Very Good |
| Exterior Finish | Excellent |
| Interior Finish | Excellent |
| Hardware and Trim | Excellent |

#### GENERAL

| | |
|---|---|
| Service Accessibility | Fair |
| Luggage Space | Good |
| Bumper Protection | Good |
| Exterior Lighting | Excellent |
| Resistance to Crosswinds | Excellent |


# SHELBY AMERICAN GT 500

## Shelby has turned the Mustang into a real fire-breathing dragon.

Leo Durocher once alluded to the fact that good buys finish last—but that was before Carroll Shelby reared his head, donned his bib overalls and headed into victory lane at Le Mans in 1959. Just to prove it wasn't a fluke, Shelby retired and started producing his *own* cars and the only time one of them finishes last is when it's up against something else from the Shelby Snakepit. First the AC Bristol was given a new lease on life thanks to a transfusion of Ford power and Shelby engineering; around the time all this was happening, Ford's GT effort was organized into a winner by Good-Guy Shel; next the little Mustang everybody thought was so cute was converted into a fair road racing machine and very attractive street car. For '67, the magic touch has been placed on yet another Mustang to produce the GT 500; the wildest, meanest, 2 + 2 sports/GT car ever built.

The basic Mustang shell is about all that's left of Ford's tame little horse. To this, Shelby has added a vicious looking front end (with greatly increased air intake capacity) and a spoiler on the rear that not only looks great but improves high speed adhesion. In addition there are air scoops and vents bulging all over the sides. The result, as shown on our cover and above, is a nasty, slotted, hump-backed, fire-breathing dragon.

The most significant change from the normal Mustang (and from the 1967 GT 500 which looks equally nasty and slotted) is the 428 cu. in. engine. It is the same unit now being used in Shelby's 427 Cobra. Advertised horsepower of this unit, equipped with two 4-barrel Holley carburetors, is a mere 355 at 5400 rpm. Don't believe it. Although we couldn't get anyone to come right out and say so, the very strict insurance and licensing laws concerning overpowered vehicles might have prompted ol' shrewd Shel to underrate the GT 500's power. It feels more like 400 hp, and probably is. The torque is listed at 420 lbs./ft. but that too is highly questionable.

Two transmissions are offered, the 4-speed manual, or a Shelby modified Ford Cruise-o-Matic. Our test car had the 4-speed, but we would prefer the automatic for day to day driving. The manual box is fine for emulating your favorite road racing hero, but the stiff shift linkage is less than a joy in slow traffic.

There is also the problem of keeping the revs down . . . to keep the noise down . . . to keep the police down . . . in the car that Shel built. If there's one thing a GT 500 really doesn't need it's loud mufflers—unfortunately that's just what it has. At anything over 3500 rpm the car sounds like a column of Panzer tanks grinding over the French Hedgerows (Shelby engineers pointed out that our car was a prototype and production models are expected to be quieter).

It's obvious that the interior of the GT 500 has been designed by a driver. Aside from one or two lapses everything is right where you want it and can get it. Included is a fully race worthy rollbar (that can pass SCCA inspection) and complete instrumentation. The rollbar crosses the roof about 12 inches behind the driver's head and is fully padded and incorporated into the headliner. Thanks to its design, access to the front and rear seats is not impeded and the only lost space is some rear seat thigh room. Mounted on the rollbar were optional shoulder harnesses on retractable spools. They're located directly behind the front seats and attach to the wide standard

seat belts. The 140-mph speedometer and matching 8000-rpm tach are located directly in front of the driver and both are well marked and large enough to be easily read. The oil pressure gauge, ammeter and auxiliary gauges are low-mounted in the center of the dashboard and while not as readable as the tach/speedo arrangement, they too are fairly legible.

Unfortunately the GT 500 suffers from some of the Mustang's seating maladies, as the seats are the same as used in the standard Mustang. Although the Shelby-American wood-rimmed steering wheel is better positioned it's so big and wide that it *still* is uncomfortably close to the driver's right thigh. Power assisted steering is standard on the GT 500 and it greatly eases the burdens of handling the car in slow or moderate traffic.

Shelby's GT series cars, beginning in 1965 with the GT 350, have all been noted for better than average handling. The GT 500 is the best so far. Almost all the Mustang suspension components have been thrown out in favor of modified Galaxie units. While the ride is not particularly comfortable, it's stable and predictable. Up in the front a 0.94-in. anti-sway bar is fitted along with special high-rate springs and Gabriel adjustable shocks made to Shelby's specifications. In addition, the front suspension mounts are prevented from excessive flexing by a tubular brace which runs transversely through the engine compartment. High-rate springs and Gabriel shocks are also used in the rear—along with the larger Galaxie differential and housing (ring gear diameter is 9.3-in. as opposed to the conventional 9.0-in.).

Considering that this car is not meant for 1) little old ladies (unless from Pasadena), 2) little old men, 3) suburbanites that simply want a "sports car", 4) Ralph Nader, it should do very well in its select market. It's fast enough to favorably compete with anything Detroit produces, it's competitively priced and it has the handling and braking to make it as safe and as predictable as the man behind the wheel. Finally, its appeal is limited to people who *should* be capable of driving it correctly (enthusiasts who want neck-snapping performance in a distinctive, good-handling package).

The GT 500 is a unique vehicle, and the general public will not go for it. But never mind all that; Shelby intends to produce only 4000 copies this year, and we go for it. Now, will all enthusiasts please stand up. . . .

## SHELBY AMERICAN GT 500

**Manufacturer:** Shelby American, Inc.
6501 West Imperial Hwy.
Los Angeles, Calif. 90009

**Price as Tested:** $4600

### ENGINE

Water-cooled V-8, cast iron block, 5 main bearings
Bore x stroke . . 4.13 x 3.98 in, 104.8 x 101.2 mm
Displacement . . . . . 4.28 cu. in, 7016 cc
Compression ratio . . . . . 10.5 to one
Carburetion . . . . . 2 x 4-bbl Holley
Valve gear . . Pushrod operated overhead valves, hydraulic lifters
Power (SAE) . . . . . 355 bhp @ 5400 rpm
Torque . . . . . 420 lbs-ft @ 3200 rpm
Specific power output . . . . . 0.83 bhp per cu. in, 50.6 bhp per liter
Mileage . . . . . 9-12 mpg on premium fuel
Range on 17-gallon tank . . . . . 153-204 miles

### DRIVE TRAIN

Clutch . . . . . 11.5-inch single dry plate
Transmission . 4-speed manual, all synchromesh

| Gear | Ratio | Overall | Mph/1000 rpm | Max mph |
|---|---|---|---|---|
| Rev | 2.32 | 8.12 | —9.5 | —57 |
| 1st | 2.32 | 8.12 | 9.5 | 57 |
| 2nd | 1.69 | 5.91 | 13.0 | 78 |
| 3rd | 1.29 | 4.51 | 17.0 | 102 |
| 4th | 1.00 | 3.50 | 22.0 | 133 |

Final drive ratio . . . . . 3.50 to one

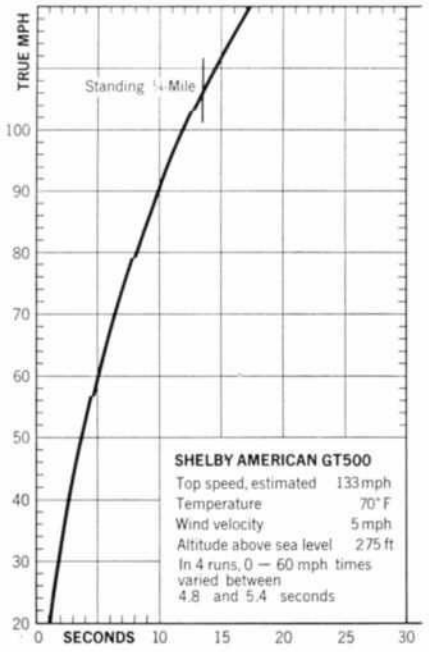
### CHASSIS

Wheelbase . . . . . 108.0 in
Track . . . . . F: 58.0 R: 58.0 in
Length . . . . . 186.6 in
Width . . . . . 70.9 in
Height . . . . . 51.6 in
Curb Weight . . . . . 3286 lbs
Test Weight . . . . . 3592 lbs
Weight distribution front/rear . . . . . 59.4/41.0%
Suspension F: Ind.; upper wishbones, lower control arm with drag strut, coil springs, anti-sway bar
R: Rigid axle, semi-elliptic leaf springs, rubber rebound dampers
Brakes . . . . 11.3-in vented discs F, 10-in drums rear, 376.0 sq in swept area
Steering . . . . . Recirculating ball
Turns, lock to lock . . . . . 4.0
Turning circle . . . . . 37 ft.
Tires and wheels . . . . . Goodyear E70-15 Speedway 350, on 7.0J rim

### ACCELERATION

| Zero To | Seconds |
|---|---|
| 40 mph | 2.8 |
| 50 " | 3.7 |
| 60 " | 4.8 |
| 70 " | 6.4 |
| 80 " | 7.8 |
| 90 " | 9.8 |
| 100 " | 12.0 |
| 110 " | 14.5 |

Standing ¼-mile . . . . . 106 mph in 13.6




## CHECK LIST

### ENGINE

| | |
|---|---|
| Starting | Very Good |
| Response | Excellent |
| Noise | Fair |
| Vibration | Very Good |

### DRIVE TRAIN

| | |
|---|---|
| Clutch Action | Very Good |
| Transmission Linkage | Excellent |
| Synchromesh Action | Excellent |
| Power-To-Ground Transmission | Very Good |

### BRAKES

| | |
|---|---|
| Response | Very Good |
| Pedal Pressure | Fair |
| Fade Resistance | Excellent |
| Smoothness | Very Good |
| Directional Stability | Excellent |

### STEERING

| | |
|---|---|
| Response | Very Good |
| Accuracy | Very Good |
| Feedback | Good |
| Road Feel | Good |

### SUSPENSION

| | |
|---|---|
| Harshness Control | Poor |
| Roll Stiffness | Excellent |
| Tracking | Excellent |
| Pitch Control | Very Good |
| Shock Control | Very Good |

### CONTROLS

| | |
|---|---|
| Location | Good |
| Relationship | Good |
| Small Controls | Very Good |

### INTERIOR

| | |
|---|---|
| Visibility | Good |
| Instrumentation | Excellent |
| Lighting | Good |
| Front Seating Comfort | Very Good |
| Front Seating Room | Very Good |
| Rear Seating Comfort | Very Good |
| Rear Seating Room | Fair |
| Storage Space | Poor |
| Wind Noise | Fair |
| Road Noise | Good |

### WEATHER PROTECTION

| | |
|---|---|
| Heater | Excellent |
| Defroster | Excellent |
| Ventilation | Good |
| Weather Sealing | Very Good |
| Windshield Wiper Action | Very Good |

### QUALITY CONTROL

| | |
|---|---|
| Materials, Exterior | Very Good |
| Materials, Interior | Good |
| Exterior Finish | Very Good |
| Interior Finish | Very Good |
| Hardware and Trim | Very Good |

### GENERAL

| | |
|---|---|
| Service Accessibility | Good |
| Luggage Space | Fair |
| Bumper Protection | Fair |
| Exterior Lighting | Very Good |
| Resistance to Crosswinds | Very Good |

# SUNBEAM TIGER

## Body by Rootes, power by Ford, sales and warranty by Chrysler—you figure it.

No. The Sunbeam Tiger is not a pint-sized Cobra. And it's not an Alpine either. Although the Tiger looks almost identical to the well-known Sunbeam Alpine, it has the guts and structural rigidity lacking in its milder tempered little brother.

The Sunbeam Tiger first hit the market in late 1964. At that time Chrysler Corporation was making the first moves toward acquiring control of Rootes Motors, Inc. Even at that early date there was some conjecturing about the 260 cu. in. Ford engine that had taken up residence in the engine compartment. Now, a couple of years later, Chrysler has gained control, but that engine is still sitting under the hood. With the exception of the Tiger, all Chrysler proucts carry a five-year, 50,000-mile warranty. Understandably, not wanting to admit that the Ford engine is every bit as good as the Mopar line, Chrysler hedges a little and says, "The Sunbeam Tiger, with its 164 hp *American* (italics, ours) V-8 engine, has a 2-year, 24,000-mile engine and drive train warranty." Obviously this is quite a sticky situation and you might be wondering why Chrysler doesn't dump their 273 cu. in. in place of the Ford unit. The answer is fairly simple; it's too wide and too heavy. Installing the Chrysler block would mean just about coming up with a new car and at this juncture the development time and expense just doesn't seem worth it. So for a little while at least, the Sunbeam Tiger will continue in its present form. And even Chrysler has to admit that it isn't a bad thing to have on the market.

Now then, you will appreciate that big V-8 engines do not plop into little cars without causing a few waves, and a lot of changes had to be made in the basic Sunbeam automobile before production. Among them was a complete redesign of the unitized body/chassis structure, particularly in the area of the cowl. The outer body panels were not changed, but much of the interior sheet metal was altered in form and gauge to create additional space and strength for the Ford V-8. The alterations were very successful, as the Tiger feels remarkably solid, with none of the cowl shake that is one of the less attractive features of many roadsters. In addition to the chassis rearrangement there were other items that had to be shoved around to accommodate the wider engine. A slim Ford four-speed, all-syncromesh transmission takes the place of the wider Rootes unit, and a rack and pinion steering mechanism is used because it affords more engine clearance. And with all that increased power under the hood, the Sunbeam Tiger features larger section tires and wider-rimmed wheels.

So, how does it all work out? In short, *nicely* although not spectacularly. The difference between the Alpine and the Tiger is responsiveness. The Alpine's 4-cylinder engine pumps out 99 hp whereas the Ford easily delivers 164 hp, but the real difference is torque. The Alpine comes on with 103 lbs./ft. at 3700 rpm while the V-8 provides 258 lbs./ft. at 2200 rpm. The result is that, with the Tiger, any increase of throttle opening is going to bring an immediate and quite noticeable increase in velocity, while the Alpine must work a lot harder to get any sort of corresponding increase. In terms of actual performance, the

Tiger will turn 89 mph in the quarter in 16.5 seconds with 0 to 60 mph times in the neighborhood of 8.5 seconds. It's a very fast car, but compared to any of the Detroit Supercars or a Cobra, the Sunbeam Tiger is still just a cub.

Keeping your foot on the floor and barreling straight ahead is all lots of fun, but the Sunbeam Tiger is a sports car and is designed for somewhat more delicate and precise handling than are the brutes from Detroit. And it comes on very well as a sports car—better, in fact, than the Alpine. Both springs and shocks have been stiffened. There is a fair increase in curb weight (2660 compared to 2200 for the Alpine) yet the Tiger has a nice, tightly-sprung and tightly-damped feel. Contrary to popular belief, weight distribution is virtually unchanged with 51 per cent up front and 49 per cent on the back wheels.

Apart from the fact that the steering feels slightly heavier, the Tiger is in every way a better handling car than the Alpine. Instead of trying to run wide on corners, as we expected, the back end can be brought right out by applying plenty of throttle; the added power also makes it easier to hold a drift. One thing we definitely suggest is the optional traction bars for the rear suspension. Without them the rear wheels and axle shudder uncontrollably under acceleration. While things aren't completely corrected with the addition of traction bars, it's a hell of a lot better and could go a long way toward preventing lots of little bits in the rear axle housing.

The interior of the car is comfortable and complete with the proper dials and gauges to let you in on what all is going on. The seats are the same as in the Alpine, which is to say they are very comfortable. In fact, the only problem we had with the interior arrangement was that we found the gearshift lever to be a little far forward and one has to stretch some to find Third. But the shifting mechanism is so fast and positive that this is really a very minor point and is not a serious annoyance.

Obviously the days of the Sunbeam Tiger are numbered. Chrysler isn't going to put a warranty on Ford parts forever. It will be a shame to see it go as it is really a much better car, all around, than the standard Alpine. It has the advantage of being able to be serviced at any garage in the United States, and it sells for surprisingly little considering all you're getting. If you are thinking of buying one, do it now.

## SUNBEAM TIGER

Manufacturer: Rootes Division
Chrysler Motors Corp.
Detroit, Michigan

Price as Tested: $3710

### ENGINE

| | |
|---|---|
| Water-cooled V-8, cast iron block, 5 main bearings | |
| Bore x stroke | 3.80x2.87 in, 96.5x73 mm |
| Displacement | 260 cu. in, 4261 cc |
| Compression ratio | 8.8 to one |
| Carburetion | 1x2-bbl. |
| Valve gear | Pushrod-operated overhead valves, hydraulic lifters |
| Power (SAE) | 164 bhp @ 4400 rpm |
| Torque | 258 lbs-ft @ 2200 rpm |
| Specific power output | 0.66 bhp per cu. in, 38.5 bhp per liter |
| Mileage | 18-22 mpg on regular fuel |
| Range on 13.5-gallon tank | 248-300 miles |

### DRIVE TRAIN

| | |
|---|---|
| Clutch | 10.0-inch single dry plate |
| Transmission | 4-speed manual, all synchromesh |

| Gear | Ratio | Overall | Mph/1000 rpm | Max mph |
|---|---|---|---|---|
| Rev. | 2.32 | 6.68 | —10.8 | —54 |
| 1st | 2.32 | 6.68 | 10.8 | 54 |
| 2nd | 1.69 | 4.87 | 14.7 | 74 |
| 3rd | 1.29 | 3.72 | 19.2 | 96 |
| 4th | 1.00 | 2.88 | 24.8 | 124 |

Final drive ratio 2.88 to one

### CHASSIS

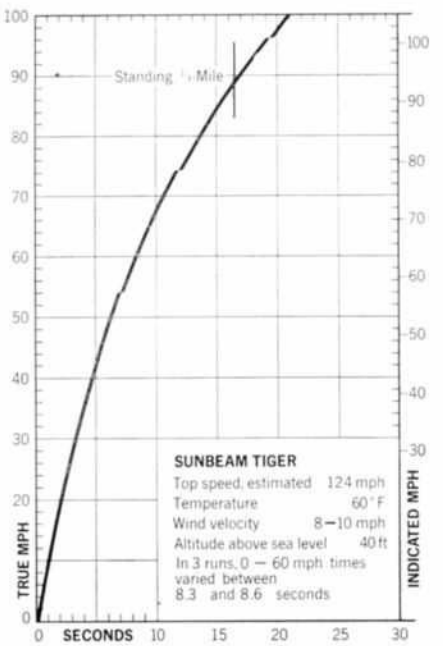
| | |
|---|---|
| Wheelbase | 86 in |
| Track | F: 51.8 R: 48.5 in |
| Length | 155.5 in |
| Width | 60.5 in |
| Height | 51.5 in |
| Curb Weight | 2660 lbs |
| Test Weight | 2930 lbs |
| Weight distribution front/rear | 52/48% |

Suspension F: Ind., unequal-length wishbones, coil springs, anti-sway bar
R: Rigid axle, semi-elliptic leaf springs, Panhard rod

| | |
|---|---|
| Brakes | 9.9-in discs F, 9.0-in drums R, 295 sq in swept area |
| Steering | Rack and pinion |
| Turns, lock to lock | 3.1 |
| Turning circle | 38 ft. |
| Tires and wheels | 5.90x13 |

### ACCELERATION

| Zero To | Seconds |
|---|---|
| 30 mph | 3.4 |
| 40 " | 4.7 |
| 50 " | 6.3 |
| 60 " | 8.4 |
| 70 " | 10.7 |
| 80 " | 13.6 |
| 90 " | 16.8 |
| 100 " | 21.0 |
| Standing ¼-mile | 89 mph in 16.5 |




## CHECK LIST

### ENGINE

| | |
|---|---|
| Starting | Good |
| Response | Very Good |
| Noise | Good |
| Vibration | Good |

### DRIVE TRAIN

| | |
|---|---|
| Clutch Action | Very Good |
| Transmission Linkage | Excellent |
| Synchromesh Action | Excellent |
| Power-To-Ground Transmission | Good |

### BRAKES

| | |
|---|---|
| Response | Good |
| Pedal Pressure | Good |
| Fade Resistance | Good |
| Smoothness | Good |
| Directional Stability | Good |

### STEERING

| | |
|---|---|
| Response | Very Good |
| Accuracy | Very Good |
| Feedback | Good |
| Road Feel | Good |

### SUSPENSION

| | |
|---|---|
| Harshness Control | Good |
| Roll Stiffness | Good |
| Tracking | Fair |
| Pitch Control | Good |
| Shock Damping | Good |

### CONTROLS

| | |
|---|---|
| Location | Very Good |
| Relationship | Very Good |
| Small Controls | Very Good |

### INTERIOR

| | |
|---|---|
| Visibility | Fair |
| Instrumentation | Good |
| Lighting | Fair |
| Entry/Exit | Good |
| Front Seating Comfort | Very Good |
| Front Seating Room | Good |
| Rear Seating Comfort | —— |
| Rear Seating Room | —— |
| Storage Space | Good |
| Wind Noise | Good |
| Road Noise | Good |

### WEATHER PROTECTION

| | |
|---|---|
| Heater | Good |
| Defroster | Good |
| Ventilation | Good |
| Weather Sealing | Good |
| Windshield Wiper Action | Good |

### QUALITY CONTROL

| | |
|---|---|
| Materials, Exterior | Very Good |
| Materials, Interior | Good |
| Exterior Finish | Very Good |
| Interior Finish | Good |
| Hardware and Trim | Very Good |

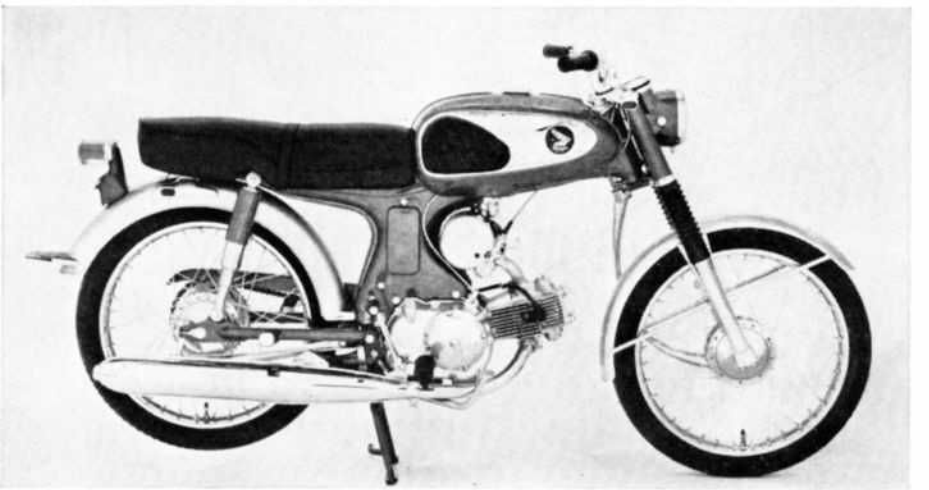
### GENERAL

| | |
|---|---|
| Service Accessibility | Fair |
| Luggage Space | Fair |
| Bumper Protection | Good |
| Exterior Lighting | Good |
| Resistance to Crosswinds | Good |

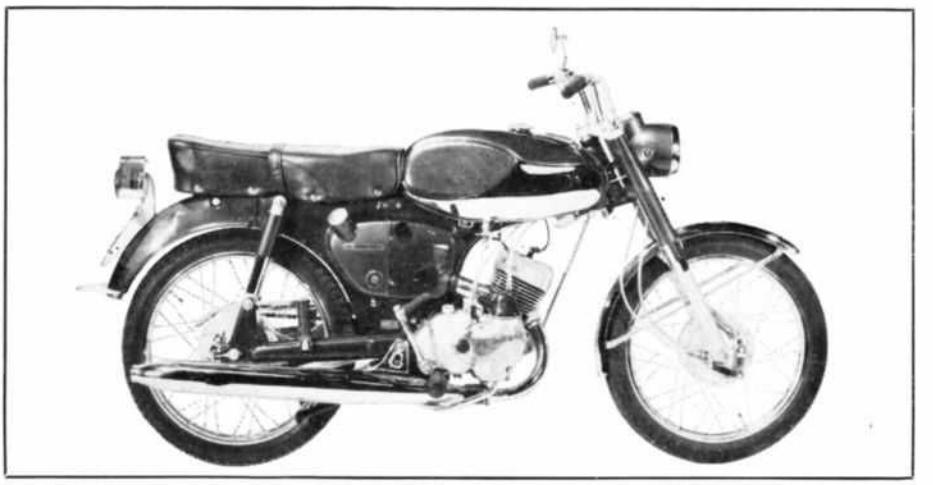
the same performance (give or take a fraction) at near-enough the same price, and it is far and away the least expensive twin-cylinder type motorcycle in the world. Moreover, it is also one of the smoothest running. These alternate-firing two-stroke twins tend to be quite smooth in any case, and when you have one with a unit cylinder size of only 50cc, it runs with little more vibration than a sewing machine. Like the Honda—and indeed like all recently-introduced small motorcycles—the Yamaha has a "backbone" type frame made of two sheet-steel pressings, welded together into an exceedingly rigid structure. The front suspension is of the telescopic-fork variety, which provides the long wheel travel needed for a good ride.

Some of the older, built-to-a-price Yamahas (and Hondas) did not have telescopic forks. Their forks consisted of a pair of pressed-steel struts, with short links at their lower ends to provide wheel movement. The travel of these forks was/is quite short, so the spring rates were of necessity made rather high to avoid "bottoming" of the suspension. The result: a harsh ride. Also, there is something about that kind of suspension system that makes the handling a trifle weird at times. The Yamaha 100 is also ideal for this market. Not only did they make the bike a "twin," but each cylinder has its own carburetor and exhaust pipe. That gives lots of power, relative to displacement, and a jazzy appearance, not to mention a fine noise.

At one time, the curse of the two-stroke was the old business of mixing oil with the fuel. Yamaha provides a neat answer to all this. They have what they call "Autolube" and that is an automatic oil-feed system. A small, engine-driven pump draws oil from a supply tank and feeds it into the engine's intake ports. The feed pump has a variable output, and this is controlled according to throttle setting. This arrangement provides just the quantity of oil needed under all conditions, and contributes not only to convenience (just add oil in the supply tank as needed), but is economical and contributes to reliability as well.



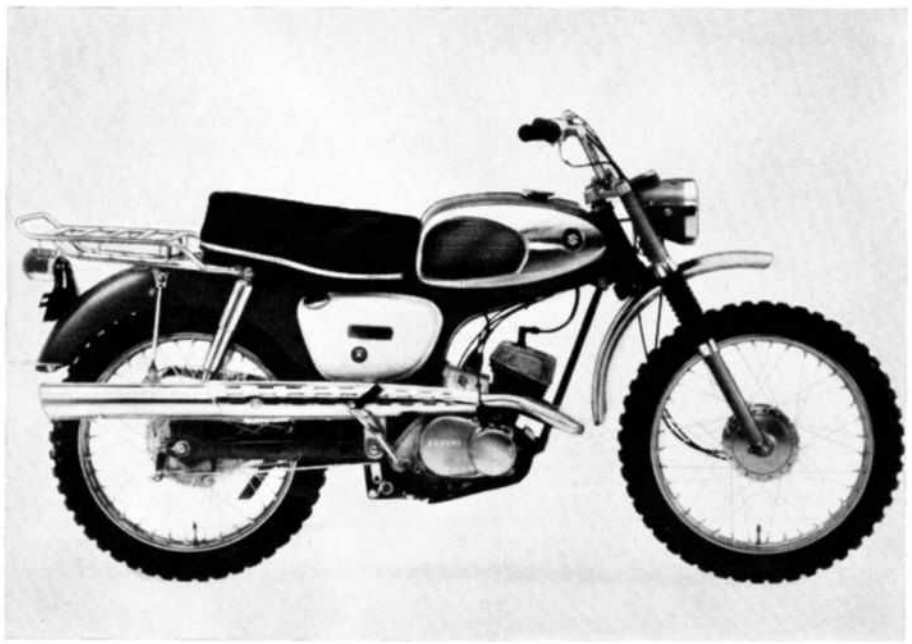
*Honda CS-90*



*Bridgestone 90 Sport*


*Yamaha Twin Jet 100*

# motorcycles to know and love



*Suzuki K-15*

*Bridgestone 175 Scrambler*

A similar setup comes on another little dear: the Bridgestone 90. Actually, the displacement of this Japanese-made two-stroke single is 88cc (just as the Yamaha 100 is really 97cc) but it has become the custom to round things off a bit. The Bridgestone 90 has automatic oiling, and it also has something called a "rotary-valve" intake system—which is a sort of two-stroker equivalent of the overhead camshaft. Most crankcase-scavenged two-stroke engines have a piston-controlled intake port. When the piston gets near enough the top of its stroke, the piston skirt clears a port (leading in from the carburetor) and allows the fuel/oil mixture to rush into the crankcase. This has the virtue of simplicity, but there is a serious disadvantage: the intake timing must necessarily be "symmetrical." If the port opens 70 degrees before top center, it will close 70 degrees after top center, and there is a tendency for the mixture already drawn into the crankcase to escape again.

Bridgestone's disc-type rotary valve overcomes that problem. In this valve layout, the intake port is blocked by a crankshaft-driven disc, and it is open only when the cutaway portion of the disc rotates around to where it leaves the port open. The disc cutaway can be made to give any duration of port-opening, and any opening and closing points. A very good thing in terms of power output. Also, at any given level of output, the disc-valve engine tends to have a better spread of power.

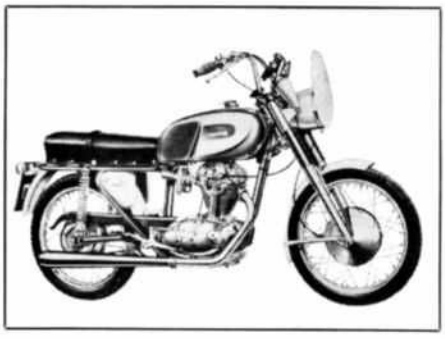
Such theoretical considerations are demonstrated in practical terms by the Bridgestone 90. Despite its miniscule displacement, this bike is a fine performer. In situations where top speed was not an all-important consideration, the mighty Bridgestone has handed drubbings to motorcycles with almost twice the displacement. Apart from that, it is also one of the best-styled and best-finished motorcycles on the market —regardless of displacement.

It should be mentioned that Bridgestone offers the 90 in trail-riding and scrambler form, as well as the basic street model. They add a bash-plate under the engine (to

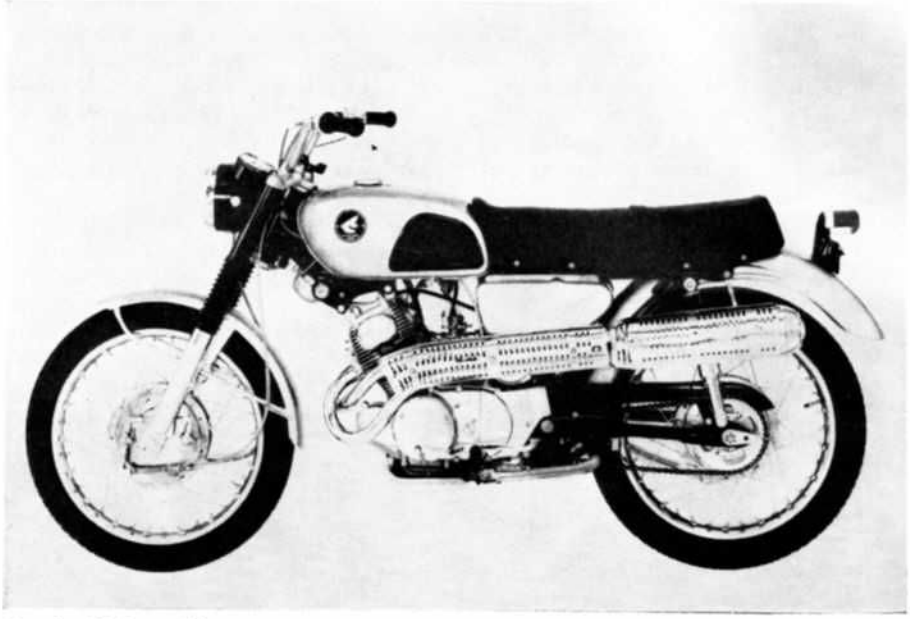
# motorcycles to know and love

*Bridgestone 175 Dual Twin*

*Bultaco Campera*



*Ducati Diana Mark III*



*Honda 160 Scrambler*

Spain is the point of origin for some of the very best motorcycles in this displacement class. The firms of Bultaco, Montesa and Ossa are sending really beautiful bikes to our shores, and while in neither sales—or output are they any competition for the Japanese giants, their products show a clear superiority in certain areas. Like out on that long, long trail a'winding.

Interestingly, both Bultaco and Montesa motorcycles were 125s when they first appeared here, and increases in bore size have pushed their displacements higher and higher. Montesa has, in fact, moved right out of our under-200 class for 1966. Bultaco has a foot in each camp, and one in the camp now under discussion is the 175cc Campera. Bultaco bills this one as the "city bike that's at home in the woods" and that is about as good a capsule description as one is likely to find.

Bultaco's Campera has all the characteristics of a scrambler-type motorcycle, but its engine (a single-cylinder 2-stroke) is tuned to a less-fierce pitch, and the bike is fitted with road-going lighting equipment. The tires supplied on the machine have a coarse block tread that may not give maximum traction in mud or sand, but are a good compromise between the opposite demands of highway and byway riding.

Fortunately, the Campera has been given the pure scrambler's suspension. Fairly soft, it is, with a lot of wheel travel to soak up the jolts, and there is an adjustment on the rear suspension struts to set them for varying loads. You can take the wife or lady-friend along on your wildwood excursions (don't try to take both; the saddle is long but not *that* long and one would probably not understand the other).

In its essentials, the Campera has a kind of dual personality. While it offers a lot from two different worlds, you will not get the best from either. But, that's the way things are. The requirements for the street are too radically different from those for the rough-rider, and one motorcycle can never do a top-notch job in both directions. That is true of the Campera, too, but that

really terrible terrain; yet, having a peculiar side-to-side oscillation at the front wheel at high speeds. All of these have two-stroke, single-cylinder engines, which seems to be the only kind of power that will do the job in scrambles racing these days.

Some of you may not know it, but Harley-Davidson is marketing quite a good 250cc-displacement motorcycle. It's called the Harley-Davidson Sprint, and it is built for them in Italy by a subsidiary company, Aermacchi. The Sprint looks a bit peculiar, with that one big cylinder sticking horizontally out of the crankcase and lengthwise fins—but you don't want to laugh. The Sprint, with 18 per cent more power for 1967, gets down the road at a fine pace, and you can even get it in semi- and full-scrambler trim. The semi-scrambler has a high-mounted exhaust pipe and lots of ground clearance, but is otherwise pretty much a reworked street machine—with all the things, good and bad, implied that we have discussed previously. The scrambler, or Sprint H, is something else. Its engine is very highly tuned, and it has a suspension set-up for an off-beat but very popular form of scrambles known as TT (Tourist Trophy) racing. Such races are conducted on an unpaved course, but the dirt is quite smooth and conditions demand lots of power and a chassis balanced for long, long, sliiiides. Right there is where the Sprint CRS really shines; you wouldn't want one for casual fun and games.

## OVER 350CC

At one time, it would have been necessary to break our motorcycle grouping at 500cc engine-displacement. Alas, most manufacturers only make the 500 because that is where the limit is in racing. And most of the 500cc-displacement motorcycles you find today are made for racing, of one form or another.

An exception is the 450 Honda. This largest model in the Honda line is a touring bike, and a very good one, if slightly handicapped in a contest of pure speed. The Honda 450 has enough going for it to make speed relatively unimportant: Honda reliability for instance, and the 450 is proving to be the most reliable of the lot. Now it has electricals (which includes a self-starter) that work full-time, and a host of technically interesting design features tucked away inside its die-cast aluminum engine casings. Double overhead camshafts, and torsion bars where you would expect to find valve springs. The 450 engine's crankshaft runs in four roller bearings (two for each cylinder) and the camshaft-drive goes right up the center of the engine. As the crankshaft is made in five pieces, and assembled by press, the rods can be and are made in a single piece, and have roller bearings too.

Beautiful—until you get to the transmission, which has four badly-staged ratios revoltingly like those in the 450's older and smaller brother, the Super Hawk. In the 450's defense it must also be said that it has inherited the Super Hawk's fine handling and braking traits.

But you might want to have a look at the Harley-Davidson Sportster. Another big V-twin though only 55 cubic inches, only this time without all the weighty frills. The Sportster is somewhat crudely made, but reliable in a way that only large-displacement transportation that goes thud, thud, thud and travels 30 feet with every thud can be reliable.

Turn up the throttle on the Sportster and the thuds begin to come at shockingly close intervals, and so do the 30-foot increments of space. The hot XLCH-version, now with electric starting, will run you up to 120 mph much quicker than you very likely will want. And while the Sportster has an excellent 4-speed transmission, it also has enough

*H-D Sprint H*

*Suzuki X-6*

*Ducati 250 Scrambler*

# 1967 MODELS: AMERICAN CARS

In compiling the specifications of the 1967 American cars, we have attempted to list every engine and transmission combination available within a particular chassis or model. All standard gear ratios for manual transmissions are listed, and close-ratio options are marked with CR. Standard and regular production option rear axle ratios are listed, and chassis weights are calculated with the particular engine-transmission listed for each car. Dimensions are in inches and weights are given in pounds. Optional gear ratios are given in parentheses following the standard ratios.

The following abbreviations are used:

Ac—Air cooled
Ch—Chevrolet engine
Co—Corvair
Fw—Front wheel-drive
H—Hemispherical combustion chamber
Ol—Oldsmobile engine
R—Rear engine
Sc—Single overhead camshaft

| Model | Cylinders | Displacement | Bore x stroke | Compression ratio | Carburetion | Bhp @ rpm | Torque @ rpm | Transmission & gear ratios | Final drive ratio | Tire size | Wheelbase | Track front | Track rear | Overall length | Width | Ht. | Curb wt. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **BUICK** | | | | | | | | | | | | | | | | | |
| Special | V-6 | 225 | 3.75 x 3.40 | 9.0 | 1 Rochester 2-bbl | 160 @ 4200 | 235 @ 2400 | 3-speed (1.00-1.68-2.84) | 3.23 | 7.75-14 | 115.0 | 58.0 | 59.0 | 209.3 | 75.4 | 55.4 | 3197 |
| Special | V-6 | 225 | 3.75 x 3.40 | 9.0 | 1 Rochester 2-bbl | 160 @ 4200 | 235 @ 2400 | Super Turbine 2-speed auto. | 2.93 (3.23) | 7.75-14 | 115.0 | 58.0 | 59.0 | 209.3 | 75.4 | 55.4 | 3190 |
| Special | V-8 | 300 | 3.75 x 3.40 | 9.0 | 1 Rochester 2-bbl | 210 @ 4400 | 310 @ 2400 | 3-speed (1.00-1.50-2.54) | 2.93 (3.23) | 7.75-14 | 115.0 | 58.0 | 59.0 | 209.3 | 75.4 | 55.4 | 3289 |
| Special | V-8 | 300 | 3.75 x 3.40 | 9.0 | 1 Rochester 2-bbl | 210 @ 4400 | 310 @ 2400 | Super Turbine 2-speed auto. | 2.78 (2.93) | 7.75-14 | 115.0 | 58.0 | 59.0 | 209.3 | 75.4 | 55.4 | 3282 |
| Special | V-8 | 340 | 3.75 x 3.85 | 10.2 | 1 Carter 4-bbl | 260 @ 4200 | 365 @ 2800 | 3-speed (1.00-1.50-2.54) | 2.93 (3.23) | 7.75-14 | 115.0 | 58.0 | 59.0 | 209.3 | 75.4 | 55.4 | 3482 |
| Special | V-8 | 340 | 3.75 x 3.85 | 10.2 | 1 Carter 4-bbl | 260 @ 4200 | 365 @ 2800 | Super Turbine 2-speed auto. | 2.78 (2.93) | 7.75-14 | 115.0 | 58.0 | 59.0 | 209.3 | 75.4 | 55.4 | 3475 |
| Sportwagon | V-8 | 340 | 3.75 x 3.85 | 9.0 | 1 Rochester 2-bbl | 220 @ 4200 | 340 @ 2400 | 3-speed (1.00-1.50-2.54) | 3.23 | 8.25-14 | 120.0 | 58.0 | 59.0 | 214.3 | 75.4 | 60.2 | 3903 |
| Sportwagon | V-8 | 340 | 3.75 x 3.85 | 9.0 | 1 Rochester 2-bbl | 220 @ 4200 | 340 @ 2400 | Super Turbine 2-speed auto. | 3.23 | 8.25-14 | 120.0 | 58.0 | 59.0 | 214.3 | 75.4 | 60.2 | 3898 |
| Sportwagon | V-8 | 340 | 3.75 x 3.85 | 10.2 | 1 Carter 4-bbl | 260 @ 4200 | 365 @ 2800 | 3-speed (1.00-1.50-2.54) | 3.23 | 8.25-14 | 120.0 | 58.0 | 59.0 | 214.3 | 75.4 | 60.2 | 3913 |
| Sportwagon | V-8 | 340 | 3.75 x 3.85 | 10.2 | 1 Carter 4-bbl | 260 @ 4200 | 365 @ 2800 | Super Turbine 2-speed auto. | 3.23 | 8.25-14 | 120.0 | 58.0 | 59.0 | 214.3 | 75.4 | 60.2 | 3908 |
| GS 400 | V-8 | 400 | 4.04 x 3.90 | 10.2 | 1 Rochester 4-bbl | 340 @ 5000 | 440 @ 3200 | 3-speed (1.00-1.61-2.42) | 3.36 (3.55) | 7.75-14 | 115.0 | 58.0 | 59.0 | 205.0 | 75.4 | 54.2 | 3578 |
| GS 400 | V-8 | 400 | 4.04 x 3.90 | 10.2 | 1 Rochester 4-bbl | 340 @ 5000 | 440 @ 3200 | 4-speed (1.00-1.28-1.64-2.20) | 3.36 (3.90) | 7.75-14 | 115.0 | 58.0 | 59.0 | 205.0 | 75.4 | 54.2 | 3598 |
| GS 400 | V-8 | 400 | 4.04 x 3.90 | 10.2 | 1 Rochester 4-bbl | 340 @ 5000 | 440 @ 3200 | Super Turbine 3-speed auto. | 2.93 (3.36) | 7.75-14 | 115.0 | 58.0 | 59.0 | 205.0 | 75.4 | 54.2 | 3592 |
| LeSabre | V-8 | 340 | 3.75 x 3.85 | 9.0 | 1 Rochester 2-bbl | 220 @ 4200 | 340 @ 2400 | 3-speed (1.00-1.50-2.54) | 3.36 (3.55) | 8.45-15 | 123.0 | 63.0 | 63.0 | 217.5 | 80.0 | 57.1 | 4087 |
| LeSabre | V-8 | 340 | 3.75 x 3.85 | 9.0 | 1 Rochester 2-bbl | 220 @ 4200 | 340 @ 2400 | Super Turbine 3-speed auto. | 2.93 (2.78) | 8.45-15 | 123.0 | 63.0 | 63.0 | 217.5 | 80.0 | 57.1 | 4090 |
| LeSabre | V-8 | 340 | 3.75 x 3.85 | 10.2 | 1 Carter 4-bbl | 260 @ 4200 | 365 @ 2800 | Super Turbine 3-speed auto. | 2.78 (3.36) | 8.45-15 | 123.0 | 63.0 | 63.0 | 217.5 | 80.0 | 57.1 | 4110 |
| Electra | V-8 | 430 | 4.18 x 3.90 | 10.2 | 1 Rochester 4-bbl | 360 @ 5000 | 475 @ 3200 | Super Turbine 3-speed auto. | 2.78 (3.42) | 8.85-15 | 126.0 | 63.4 | 63.0 | 223.9 | 80.0 | 57.6 | 4402 |
| Riviera | V-8 | 430 | 4.18 x 3.90 | 10.2 | 1 Rochester 4-bbl | 360 @ 5000 | 475 @ 3200 | Super Turbine 3-speed auto. | 3.42 (3.91) | 8.45-15 | 119.0 | 63.5 | 63.0 | 211.3 | 79.4 | 54.2 | 4350 |
| Wildcat | V-8 | 430 | 4.18 x 3.90 | 10.2 | 1 Rochester 4-bbl | 360 @ 5000 | 475 @ 3200 | Super Turbine 3-speed auto. | 3.07 (2.78) | 8.45-15 | 126.0 | 63.4 | 63.0 | 220.5 | 80.0 | 57.1 | 4440 |
| **CADILLAC** | | | | | | | | | | | | | | | | | |
| Eldorado | V-8 | 429 | 4.13 x 4.00 | 10.5 | 1 Rochester 4-bbl | 340 @ 4600 | 480 @ 3000 | Hydra-Matic 3-speed auto. | 2.94 (3.21) | 9.00-15 | 120.0 | 63.5 | 63.0 | 221.0 | 80.0 | 53.3 | 4850 |
| Fleetwood Sedan | V-8 | 429 | 4.13 x 4.00 | 10.5 | 1 Rochester 4-bbl | 340 @ 4600 | 480 @ 3000 | Hydra-Matic 3-speed auto. | 2.94 (3.21) | 9.00-15 | 133.0 | 62.5 | 62.5 | 227.5 | 79.9 | 55.6 | NA |
| Calais Coupe | V-8 | 429 | 4.13 x 4.00 | 10.5 | 1 Rochester 4-bbl | 340 @ 4600 | 480 @ 3000 | Hydra-Matic 3-speed auto. | 2.94 (3.21) | 9.00-15 | 129.5 | 62.5 | 62.5 | 224.0 | 79.9 | 55.6 | NA |
| **CHEVROLET** | | | | | | | | | | | | | | | | | |
| Impala | 6-in-line | 250 | 3.87 x 3.53 | 8.5 | 1 Rochester 1-bbl | 155 @ 4200 | 235 @ 1600 | 3-speed (1.00-1.68-2.85) | 3.08 (3.36) | 8.25-14 | 119.0 | 62.5 | 62.4 | 213.2 | 79.9 | 55.4 | 3495 |
| Impala | 6-in-line | 250 | 3.87 x 3.53 | 8.5 | 1 Rochester 1-bbl | 155 @ 4200 | 235 @ 1600 | 3-speed + OD (0.70-1.00-1.68-2.85) | 3.70 (3.36) | 8.25-14 | 119.0 | 62.5 | 62.4 | 213.2 | 79.9 | 55.4 | 3532 |
| Impala | 6-in-line | 250 | 3.87 x 3.53 | 8.5 | 1 Rochester 1-bbl | 155 @ 4200 | 235 @ 1600 | Powerglide 2-speed auto. | 3.08 | 8.25-14 | 119.0 | 62.5 | 62.4 | 213.2 | 79.9 | 55.4 | 3505 |
| Impala | V-8 | 283 | 3.87 x 3.00 | 9.2 | 1 Rochester 2-bbl | 195 @ 4800 | 285 @ 2400 | 3-speed (1.00-1.68-2.85) | 3.08 (3.36) | 8.25-14 | 119.0 | 62.5 | 62.4 | 213.2 | 79.9 | 55.4 | 3635 |
| Impala | V-8 | 283 | 3.87 x 3.00 | 9.2 | 1 Rochester 2-bbl | 195 @ 4800 | 285 @ 2400 | 3-speed + OD (0.70-1.00-1.68-2.85) | 3.70 (3.36) | 8.25-14 | 119.0 | 62.5 | 62.4 | 213.2 | 79.9 | 55.4 | 3662 |
| Impala | V-8 | 283 | 3.87 x 3.00 | 9.2 | 1 Rochester 2-bbl | 195 @ 4800 | 285 @ 2400 | Powerglide 2-speed auto. | 3.08 | 8.25-14 | 119.0 | 62.5 | 62.4 | 213.2 | 79.9 | 55.4 | 3645 |
| Impala | V-8 | 283 | 3.87 x 3.00 | 9.2 | 1 Rochester 2-bbl | 195 @ 4800 | 285 @ 2400 | 4-speed (1.00-1.47 2.20-3.11) | 3.08 (3.55) | 8.25-14 | 119.0 | 62.5 | 62.4 | 213.2 | 79.9 | 55.4 | 3661 |
| Impala | V-8 | 396 | 4.09 x 3.76 | 10.2 | 1 Rochester 4-bbl | 325 @ 4800 | 410 @ 3200 | 4-speed (1.00-1.47-1.88-2.52) | 3.31 (3.07) | 8.25-14 | 119.0 | 62.5 | 62.4 | 213.2 | 79.9 | 55.4 | 3904 |
| Impala | V-8 | 396 | 4.09 x 3.76 | 10.2 | 1 Rochester 4-bbl | 325 @ 4800 | 410 @ 3200 | Powerglide 2-speed auto. | 3.07 (2.73) | 8.25-14 | 119.0 | 62.5 | 62.4 | 213.2 | 79.9 | 55.4 | 3888 |
| Impala | V-8 | 396 | 4.09 x 3.76 | 10.2 | 1 Rochester 4-bbl | 325 @ 4800 | 410 @ 3200 | Turbo Hydra-Matic 3-speed auto. | 2.73 (3.07) | 8.25-14 | 119.0 | 62.5 | 62.4 | 213.2 | 79.9 | 55.4 | 3936 |
| Impala | V-8 | 396 | 4.09 x 3.76 | 10.2 | 1 Rochester 4-bbl | 325 @ 4800 | 410 @ 3200 | HD 3-speed (1.00-1.57-2.41) | 3.31 (3.07) | 8.25-14 | 119.0 | 62.5 | 62.4 | 213.2 | 79.9 | 55.4 | 3899 |
| Impala | V-8 | 327 | 4.00 x 3.25 | 10.2 | 1 Rochester 4-bbl | 275 @ 4800 | 355 @ 3200 | 3-speed (1.00-1.50-2.54) | 3.36 (3.08) | 8.25-14 | 119.0 | 62.5 | 62.4 | 213.2 | 79.9 | 55.4 | 3686 |
| Impala | V-8 | 327 | 4.00 x 3.25 | 10.2 | 1 Rochester 4-bbl | 275 @ 4800 | 355 @ 3200 | 4-speed (1.00-1.44-1.80-2.54) | 3.36 (3.08) | 8.25-14 | 119.0 | 62.5 | 62.4 | 213.2 | 79.9 | 55.4 | 3712 |
| Impala | V-8 | 327 | 4.00 x 3.25 | 10.2 | 1 Rochester 4-bbl | 275 @ 4800 | 355 @ 3200 | Powerglide 2-speed auto. | 3.08 (3.36) | 8.25-14 | 119.0 | 62.5 | 62.4 | 213.2 | 79.9 | 55.4 | 3696 |
| Impala | V-8 | 327 | 4.00 x 3.25 | 10.2 | 1 Rochester 4-bbl | 275 @ 4800 | 355 @ 3200 | Turbo Hydra-Matic 3-speed auto. | 2.73 (3.07) | 8.25-14 | 119.0 | 62.5 | 62.4 | 213.2 | 79.9 | 55.4 | 3741 |
| Impala | V-8 | 427 | 4.25 x 3.76 | 10.2 | 1 Rochester 4-bbl | NA | 460 @ 3600 | HD 3-speed (1.00-1.57-2.41) | 3.31 (3.07) | 8.25-14 | 119.0 | 62.5 | 62.4 | 213.2 | 79.9 | 55.4 | 3915 |
| Impala | V-8 | 427 | 4.25 x 3.76 | 10.2 | 1 Rochester 4-bbl | NA | 460 @ 3600 | 4-speed (1.00-1.47-1.88-2.52) | 3.31 (3.07) | 8.25-14 | 119.0 | 62.5 | 62.4 | 213.2 | 79.9 | 55.4 | 3920 |
| Impala | V-8 | 427 | 4.25 x 3.76 | 10.2 | 1 Rochester 4-bbl | NA | 460 @ 3600 | Turbo Hydra-Matic 3-speed auto. | 2.73 (3.07) | 8.25-14 | 119.0 | 62.5 | 62.4 | 213.2 | 79.9 | 55.4 | 3952 |
| Camaro | 6-in-line | 230 | 3.87 x 3.25 | 8.5 | 1 Rochester 1-bbl | 140 @ 4400 | 220 @ 1600 | 3-speed (1.00-1.68-2.85) | 2.73 (3.55) | 7.35-14 | 108.1 | 59.0 | 58.9 | 184.6 | 72.5 | 51.0 | 2900 |
| Camaro | 6-in-line | 230 | 3.87 x 3.25 | 8.5 | 1 Rochester 1-bbl | 140 @ 4400 | 220 @ 1600 | 4-speed (1.00-1.47-2.20-3.11) | 2.73 (3.55) | 7.35-14 | 108.1 | 59.0 | 58.9 | 184.6 | 72.5 | 51.0 | 2907 |
| Camaro | 6-in-line | 230 | 3.87 x 3.25 | 8.5 | 1 Rochester 1-bbl | 140 @ 4400 | 220 @ 1600 | Powerglide 2-speed auto. | 2.73 (3.55) | 7.35-14 | 108.1 | 59.0 | 58.9 | 184.6 | 72.5 | 51.0 | 2914 |
| Camaro | 6-in-line | 250 | 3.87 x 3.53 | 8.5 | 1 Rochester 1-bbl | 155 @ 4200 | 235 @ 1600 | 3-speed (1.00-1.68-2.85) | 2.73 (3.55) | 7.35-14 | 108.1 | 59.0 | 58.9 | 184.6 | 72.5 | 51.0 | 2920 |
| Camaro | 6-in-line | 250 | 3.87 x 3.53 | 8.5 | 1 Rochester 1-bbl | 155 @ 4200 | 235 @ 1600 | 4-speed (1.00-1.47-2.20-3.11) | 2.73 (3.55) | 7.35-14 | 108.1 | 59.0 | 58.9 | 184.6 | 72.5 | 51.0 | 2927 |

| Model | Cylinders | Displacement | Bore x stroke | Compression ratio | Carburetion | Bhp @ rpm | Torque @ rpm | Transmission & gear ratios | Final drive ratio | Tire size | Wheelbase | Track front | Track rear | Overall length | Width | Ht. | Curb wt. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Camaro | 6-in-line | 250 | 3.87 x 3.53 | 8.5 | 1 Rochester 1-bbl | 155 @ 4200 | 235 @ 1600 | Powerglide 2-speed auto. | 2.73 (3.55) | 7.35–14 | 108.1 | 59.0 | 58.9 | 184.6 | 72.5 | 51.0 | 2734 |
| Camaro | V-8 | 327 | 4.00 x 3.25 | 10.2 | 1 Rochester 4-bbl | 275 @ 4800 | 355 @ 3200 | 3-speed (1.00-1.50-2.54) | 2.73 (3.55) | 7.35–14 | 108.1 | 59.0 | 58.9 | 184.6 | 72.5 | 51.0 | 3090 |
| Camaro | V-8 | 327 | 4.00 x 3.25 | 10.2 | 1 Rochester 4-bbl | 275 @ 4800 | 355 @ 3200 | 4-speed (1.00-1.44-1.80-2.54) | 2.73 (3.55) | 7.35–14 | 108.1 | 59.0 | 58.9 | 184.6 | 72.5 | 51.0 | 3097 |
| Camaro | V-8 | 327 | 4.00 x 3.25 | 10.2 | 1 Rochester 4-bbl | 275 @ 4800 | 355 @ 3200 | Powerglide 2-speed auto. | 2.63 (3.55) | 7.35–14 | 108.1 | 59.0 | 58.9 | 184.6 | 72.5 | 51.0 | 3104 |
| Camaro | V-8 | 350 | 4.00 x 3.48 | 10.5 | 1 Rochester 4-bbl | 295 @ 4800 | NA | 3-speed (1.00-1.50-2.54) | 3.31 (3.07) | 7.35–14 | 108.1 | 59.0 | 58.9 | 184.6 | 72.5 | 51.0 | 3125 |
| Camaro | V-8 | 350 | 4.00 x 3.48 | 10.5 | 1 Rochester 4-bbl | 295 @ 4800 | NA | HD 3-speed (1.00-1.57-2.41) | 3.31 (3.70) | 7.35–14 | 108.1 | 59.0 | 58.9 | 184.6 | 72.5 | 51.0 | 3147 |
| Camaro | V-8 | 350 | 4.00 x 3.48 | 10.5 | 1 Rochester 4-bbl | 295 @ 4800 | NA | 4-speed (1.00-1.44-1.80-2.54) | 3.31 (3.70) | 7.35–14 | 108.1 | 59.0 | 58.9 | 184.6 | 72.5 | 51.0 | 3132 |
| Camaro | V-8 | 350 | 4.00 x 3.48 | 10.5 | 1 Rochester 4-bbl | 295 @ 4800 | NA | Powerglide 2-speed auto. | 2.73 (3.31) | 7.35–14 | 108.1 | 59.0 | 58.9 | 184.6 | 72.5 | 51.0 | 3139 |
| Chevelle | 6-in-line | 230 | 3.87 x 3.25 | 8.5 | 1 Rochester 1-bbl | 140 @ 4400 | 220 @ 1600 | 3-speed (1.00-1.68-2.85) | 3.36 (3.08) | 7.35–14 | 115.0 | 58.0 | 58.0 | 197.0 | 75.0 | 53.0 | 3075 |
| Chevelle | 6-in-line | 230 | 3.87 x 3.25 | 8.5 | 1 Rochester 1-bbl | 140 @ 4400 | 220 @ 1600 | 3-speed + OD (0.70-1.00-1.68-2.85) | 3.70 | 7.35–14 | 115.0 | 58.0 | 58.0 | 197.0 | 75.0 | 53.0 | 3102 |
| Chevelle | 6-in-line | 230 | 3.87 x 3.25 | 8.5 | 1 Rochester 1-bbl | 140 @ 4400 | 220 @ 1600 | Powerglide 2-speed auto. | 3.08 (3.36) | 7.35–14 | 115.0 | 58.0 | 58.0 | 197.0 | 75.0 | 53.0 | 3089 |
| Chevelle | 6-in-line | 250 | 3.87 x 3.53 | 8.5 | 1 Rochester 1-bbl | 155 @ 4200 | 235 @ 1600 | 3-speed (1.00-1.72-2.86) | 3.08 (3.36) | 7.35–14 | 115.0 | 58.0 | 58.0 | 197.0 | 75.0 | 53.0 | 3075 |
| Chevelle | 6-in-line | 250 | 3.87 x 3.53 | 8.5 | 1 Rochester 1-bbl | 155 @ 4200 | 235 @ 1600 | 3-speed + OD (0.70-1.00-1.72-2.86) | 3.70 | 7.35–14 | 115.0 | 58.0 | 58.0 | 197.0 | 75.0 | 53.0 | 3102 |
| Chevelle | 6-in-line | 250 | 3.87 x 3.53 | 8.5 | 1 Rochester 1-bbl | 155 @ 4200 | 235 @ 1600 | Powerglide 2-speed auto. | 3.36 (3.08) | 7.35–14 | 115.0 | 58.0 | 58.0 | 197.0 | 75.0 | 53.0 | 3089 |
| Chevelle | V-8 | 283 | 3.87 x 3.00 | 9.2 | 1 Rochester 2-bbl | 195 @ 4800 | 285 @ 2400 | HD 3-speed (1.00-1.72-2.86) | 3.08 (3.55) | 7.35–14 | 115.0 | 58.0 | 58.0 | 197.0 | 75.0 | 53.0 | 3230 |
| Chevelle | V-8 | 283 | 3.87 x 3.00 | 9.2 | 1 Rochester 2-bbl | 195 @ 4800 | 285 @ 2400 | 3-speed + OD (0.70-1.68-2.85) | 3.70 | 7.35–14 | 115.0 | 58.0 | 58.0 | 197.0 | 75.0 | 53.0 | 3237 |
| Chevelle | V-8 | 283 | 3.87 x 3.00 | 9.2 | 1 Rochester 2-bbl | 195 @ 4800 | 285 @ 2400 | Powerglide 2-speed auto. | 3.08 (3.70) | 7.35–14 | 115.0 | 58.0 | 58.0 | 197.0 | 75.0 | 53.0 | 3224 |
| Chevelle | V-8 | 283 | 3.87 x 3.00 | 9.2 | 1 Rochester 2-bbl | 195 @ 4800 | 285 @ 2400 | 4-speed (1.00-1.47-2.20-3.11) | 3.08 (3.36) | 7.35–14 | 115.0 | 58.0 | 58.0 | 197.0 | 75.0 | 53.0 | 3217 |
| Chevelle | V-8 | 327 | 4.00 x 3.25 | 10.2 | 1 Rochester 4-bbl | 275 @ 4800 | 355 @ 3200 | 3-speed (1.00-1.50-2.54) | 3.08 (3.36) | 7.35–14 | 115.0 | 58.0 | 58.0 | 197.0 | 75.0 | 53.0 | 3250 |
| Chevelle | V-8 | 327 | 4.00 x 3.25 | 10.2 | 1 Rochester 4-bbl | 275 @ 4800 | 355 @ 3200 | HD 3-speed (1.00-1.57-2.41) | 3.08 (3.36) | 7.35–14 | 115.0 | 58.0 | 58.0 | 197.0 | 75.0 | 53.0 | 3260 |
| Chevelle | V-8 | 327 | 4.00 x 3.25 | 10.2 | 1 Rochester 4-bbl | 275 @ 4800 | 355 @ 3200 | 4-speed (1.00-1.44-1.80-2.54) | 3.08 (3.36) | 7.35–14 | 115.0 | 58.0 | 58.0 | 197.0 | 75.0 | 53.0 | 3257 |
| Chevelle | V-8 | 327 | 4.00 x 3.25 | 10.2 | 1 Rochester 4-bbl | 275 @ 4800 | 355 @ 3200 | Powerglide 2-speed auto. | 3.08 (3.36) | 7.35–14 | 115.0 | 58.0 | 58.0 | 197.0 | 75.0 | 53.0 | 3264 |
| Chevelle | V-8 | 327 | 4.00 x 3.25 | 11.0 | 1 Rochester 4-bbl | 325 @ 5600 | 360 @ 3600 | HD 3-speed (1.00-1.57-2.41) | 3.31 (3.07) | 7.35–14 | 115.0 | 58.0 | 58.0 | 197.0 | 75.0 | 53.0 | 3290 |
| Chevelle | V-8 | 327 | 4.00 x 3.25 | 11.0 | 1 Rochester 4-bbl | 325 @ 5600 | 360 @ 3600 | 4-speed (1.00-1.44-1.80-2.54) | 3.31 (3.55) | 7.35–14 | 115.0 | 58.0 | 58.0 | 197.0 | 75.0 | 53.0 | 3297 |
| Chevelle | V-8 | 396 | 4.09 x 3.76 | 10.2 | 1 Rochester 4-bbl | 325 @ 4800 | 410 @ 3200 | HD 3-speed (1.00-1.57-2.41) | 3.31 (3.07) | 7.35–14 | 115.0 | 58.0 | 58.0 | 197.0 | 75.0 | 53.0 | 3585 |
| Chevelle | V-8 | 396 | 4.09 x 3.76 | 10.2 | 1 Rochester 4-bbl | 325 @ 4800 | 410 @ 3200 | 4-speed (1.00-1.47-1.88-2.52) | 3.31 (3.07) | 7.35–14 | 115.0 | 58.0 | 58.0 | 197.0 | 75.0 | 53.0 | 3592 |
| Chevelle | V-8 | 396 | 4.09 x 3.76 | 10.2 | 1 Rochester 4-bbl | 325 @ 4800 | 410 @ 3200 | Powerglide 2-speed auto. | 3.07 (2.73) | 7.35–14 | 115.0 | 58.0 | 58.0 | 197.0 | 75.0 | 53.0 | 3599 |
| Chevelle | V-8 | 396 | 4.09 x 3.76 | 10.2 | 1 Rochester 4-bbl | 325 @ 4800 | 410 @ 3200 | Turbo Hydra-Matic 3-speed auto. | 2.73 (3.07) | 7.35–14 | 115.0 | 58.0 | 58.0 | 197.0 | 75.0 | 53.0 | NA |
| Chevelle | V-8 | 396 | 4.09 x 3.76 | 10.2 | 1 Rochester 4-bbl | 350 @ 5200 | 420 @ 3600 | HD 3-speed (1.00-1.57-2.41) | 3.73 (3.55) | 7.35–14 | 115.0 | 58.0 | 58.0 | 197.0 | 75.0 | 53.0 | 3585 |
| Chevelle | V-8 | 396 | 4.09 x 3.76 | 10.2 | 1 Rochester 4-bbl | 350 @ 5200 | 420 @ 3600 | 4-speed (1.00-1.27-1.64-2.20) | 3.73 (3.55) | 7.35–14 | 115.0 | 58.0 | 58.0 | 197.0 | 75.0 | 53.0 | 3592 |
| Chevelle | V-8 | 396 | 4.09 x 3.76 | 10.2 | 1 Rochester 4-bbl | 350 @ 5200 | 420 @ 3600 | Powerglide 2-speed auto. | 3.73 (3.55) | 7.35–14 | 115.0 | 58.0 | 58.0 | 197.0 | 75.0 | 53.0 | 3599 |
| Chevelle | V-8 | 396 | 4.09 x 3.76 | 10.2 | 1 Rochester 4-bbl | 350 @ 5200 | 420 @ 3600 | Turbo Hydra-Matic 3-speed auto. | 3.07 (2.73) | 7.35–14 | 115.0 | 58.0 | 58.0 | 197.0 | 75.0 | 53.0 | NA |
| Chevy II | 4-in-line | 153 | 3.87 x 3.25 | 8.5 | 1 Carter 1-bbl | 90 @ 4000 | 152 @ 2400 | 3-speed (1.00-1.68-2.85) | 3.08 (3.55) | 6.95–14 | 110.0 | 56.8 | 56.3 | 183.0 | 71.3 | 55.1 | 2650 |
| Chevy II | 4-in-line | 153 | 3.87 x 3.25 | 8.5 | 1 Carter 1-bbl | 90 @ 4000 | 152 @ 2400 | Powerglide 2-speed auto. | 3.08 (3.55) | 6.95–14 | 110.0 | 56.8 | 56.3 | 183.0 | 71.3 | 55.1 | 2660 |
| Chevy II | 6-in-line | 194 | 3.56 x 3.25 | 8.5 | 1 Rochester 1-bbl | 120 @ 4400 | 177 @ 2400 | 3-speed (1.00-1.68-2.85) | 3.08 (3.36) | 6.95–14 | 110.0 | 56.8 | 56.3 | 183.0 | 71.3 | 55.1 | 2740 |
| Chevy II | 6-in-line | 194 | 3.56 x 3.25 | 8.5 | 1 Rochester 1-bbl | 120 @ 4400 | 177 @ 2400 | Powerglide 2-speed auto. | 3.08 (3.55) | 6.95–14 | 110.0 | 56.8 | 56.3 | 183.0 | 71.3 | 55.1 | 2750 |
| Chevy II | 6-in-line | 250 | 3.87 x 3.53 | 8.2 | 1 Rochester 1-bbl | 155 @ 4200 | 235 @ 1600 | 3-speed (1.00-1.68-2.85) | 3.08 (3.36) | 6.95–14 | 110.0 | 56.8 | 56.3 | 183.0 | 71.3 | 55.1 | 2750 |
| Chevy II | 6-in-line | 250 | 3.87 x 3.53 | 8.2 | 1 Rochester 1-bbl | 155 @ 4200 | 235 @ 1600 | Powerglide 2-speed auto. | 3.08 (3.55) | 6.95–14 | 110.0 | 56.8 | 56.3 | 183.0 | 71.3 | 55.1 | 2760 |
| Chevy II | V-8 | 283 | 3.87 x 3.00 | 9.2 | 1 Rochester 2-bbl | 195 @ 4800 | 285 @ 2400 | 3-speed (1.00-1.68-2.85) | 3.08 (3.55) | 6.95–14 | 110.0 | 56.8 | 56.3 | 183.0 | 71.3 | 55.1 | 2910 |
| Chevy II | V-8 | 283 | 3.87 x 3.00 | 9.2 | 1 Rochester 2-bbl | 195 @ 4800 | 285 @ 2400 | 4-speed (1.00-1.47-2.20-3.11) | 3.08 (3.55) | 6.95–14 | 110.0 | 56.8 | 56.3 | 183.0 | 71.3 | 55.1 | 2921 |
| Chevy II | V-8 | 283 | 3.87 x 3.00 | 9.2 | 1 Rochester 2-bbl | 195 @ 4800 | 285 @ 2400 | Powerglide 2-speed auto. | 3.08 (3.55) | 6.95–14 | 110.0 | 56.8 | 56.3 | 183.0 | 71.3 | 55.1 | 2920 |
| Chevy II | V-8 | 327 | 4.00 x 3.25 | 10.2 | 1 Rochester 4-bbl | 275 @ 4800 | 355 @ 3200 | 3-speed (1.00-1.50-2.54) | 3.08 (3.55) | 6.95–14 | 110.0 | 56.8 | 56.3 | 183.0 | 71.3 | 55.1 | 2989 |
| Chevy II | V-8 | 327 | 4.00 x 3.25 | 10.2 | 1 Rochester 4-bbl | 275 @ 4800 | 355 @ 3200 | 4-speed (1.00-1.44-1.80-2.54) | 3.08 (3.55) | 6.95–14 | 110.0 | 56.8 | 56.3 | 183.0 | 71.3 | 55.1 | 3000 |
| Chevy II | V-8 | 327 | 4.00 x 3.25 | 10.2 | 1 Rochester 4-bbl | 275 @ 4800 | 355 @ 3200 | Powerglide 2-speed auto. | 3.08 (3.55) | 6.95–14 | 110.0 | 56.8 | 56.3 | 183.0 | 71.3 | 55.1 | 2999 |
| Corvair (R) | Flat-six (Ac) | 164 | 3.43 x 2.94 | 8.2 | 2 Rochester 1-bbl | 95 @ 3600 | 154 @ 2400 | 3-speed (1.00-1.84-3.11) | 3.27 (3.55) | 7.00–13 | 108.0 | 55.0 | 56.6 | 183.3 | 69.7 | 51.2 | 2523 |
| Corvair (R) | Flat-six (Ac) | 164 | 3.43 x 2.94 | 8.2 | 2 Rochester 1-bbl | 95 @ 3600 | 154 @ 2400 | 4-speed (1.00-1.47-2.20-3.11) | 3.27 (3.55) | 7.00–13 | 108.0 | 55.0 | 56.6 | 183.3 | 69.7 | 51.2 | 2525 |
| Corvair (R) | Flat-six (Ac) | 164 | 3.43 x 2.94 | 8.2 | 2 Rochester 1-bbl | 95 @ 3600 | 154 @ 2400 | Powerglide 2-speed auto. | 3.27 (3.55) | 7.00–13 | 108.0 | 55.0 | 56.6 | 183.3 | 69.7 | 51.2 | 2531 |
| Corvair (R) | Flat-six (Ac) | 164 | 3.43 x 2.94 | 9.2 | 2 Rochester 1-bbl | 110 @ 4400 | 160 @ 2800 | 3-speed (1.00-1.84-3.11) | 3.27 (3.55) | 7.00–13 | 108.0 | 55.0 | 56.6 | 183.3 | 69.7 | 51.2 | 2523 |
| Corvair (R) | Flat-six (Ac) | 164 | 3.43 x 2.94 | 9.2 | 2 Rochester 1-bbl | 110 @ 4400 | 160 @ 2800 | 4-speed (1.00-1.47-2.20-3.11) | 3.27 (3.55) | 7.00–13 | 108.0 | 55.0 | 56.6 | 183.3 | 69.7 | 51.2 | 2525 |
| Corvair (R) | Flat-six (Ac) | 164 | 3.43 x 2.94 | 9.2 | 2 Rochester 1-bbl | 110 @ 4400 | 160 @ 2800 | Powerglide 2-speed auto. | 3.55 | 7.00–13 | 108.0 | 55.0 | 56.6 | 183.3 | 69.7 | 51.2 | 2531 |
| Corvette | V-8 | 327 | 4.00 x 3.25 | 10.2 | 1 Holley 4-bbl | 300 @ 5000 | 360 @ 3400 | 3-speed (1.00-1.50-2.54) | 3.36 (3.08) | 7.75–15 | 98.0 | 57.6 | 58.3 | 175.1 | 69.6 | 49.6 | 3155 |
| Corvette | V-8 | 327 | 4.00 x 3.25 | 10.2 | 1 Holley 4-bbl | 300 @ 5000 | 360 @ 3400 | 4-speed (1.00-1.47-1.88-2.52) | 3.36 (3.08) | 7.75–15 | 98.0 | 57.6 | 58.3 | 175.1 | 69.6 | 49.6 | 3150 |
| Corvette | V-8 | 327 | 4.00 x 3.25 | 10.2 | 1 Holley 4-bbl | 300 @ 5000 | 360 @ 3400 | Powerglide 2-speed auto. | 3.36 | 7.75–15 | 98.0 | 57.6 | 58.3 | 175.1 | 69.6 | 49.6 | 3152 |
| Corvette | V-8 | 327 | 4.00 x 3.25 | 11.0 | 1 Holley 4-bbl | 350 @ 5800 | 360 @ 3600 | 4-speed (1.00-1.47-1.88-2.52) | 3.36 (3.55) | 7.75–15 | 98.0 | 57.6 | 58.3 | 175.1 | 69.6 | 49.6 | 3150 |
| Corvette | V-8 | 327 | 4.00 x 3.25 | 11.0 | 1 Holley 4-bbl | 350 @ 5800 | 360 @ 3600 | CR 4-speed (1.00-1.27-1.64-2.20) | 3.70 (4.11) | 7.75–15 | 98.0 | 57.6 | 58.3 | 175.1 | 69.6 | 49.6 | 3150 |
| Corvette | V-8 | 427 | 4.25 x 3.76 | 10.2 | 1 Holley 4-bbl | 390 @ 5400 | 460 @ 3600 | 4-speed (1.00-1.47-1.88-2.52) | 3.08 (3.36) | 7.75–15 | 98.0 | 57.6 | 58.3 | 175.1 | 69.6 | 49.6 | 3416 |
| Corvette | V-8 | 427 | 4.25 x 3.76 | 10.2 | 1 Holley 4-bbl | 390 @ 5400 | 460 @ 3600 | CR 4-speed (1.00-1.27-1.64-2.20) | 3.36 (3.08) | 7.75–15 | 98.0 | 57.6 | 58.3 | 175.1 | 69.6 | 49.6 | 3411 |
| Corvette | V-8 | 427 | 4.25 x 3.76 | 10.2 | 1 Holley 4-bbl | 390 @ 5400 | 460 @ 3600 | Powerglide 2-speed auto. | 3.36 (3.08) | 7.75–15 | 98.0 | 57.6 | 58.3 | 175.1 | 69.6 | 49.6 | 3413 |
| Corvette | V-8 | 427 | 4.25 x 3.76 | 10.2 | 3 Holley 2-bbl | 400 @ 5400 | NA | 4-speed (1.00-1.47-1.88-2.52) | 3.08 (3.36) | 7.75–15 | 98.0 | 57.6 | 58.3 | 175.1 | 69.6 | 49.6 | 3416 |
| Corvette | V-8 | 427 | 4.25 x 3.76 | 10.2 | 3 Holley 2-bbl | 400 @ 5400 | NA | CR 4-speed (1.00-1.27-1.64-2.20) | 3.36 (3.08) | 7.75–15 | 98.0 | 57.6 | 58.3 | 175.1 | 69.6 | 49.6 | 3411 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Corvette | V-8 | 427 | 4.25 x 3.76 | 10.2 | 3 Holley 2-bbl | 400 @ 5400 | NA | Powerglide 2-speed auto. | 3.36 (3.08) | 7.75-15 | 98.0 | 57.6 | 58.3 | 175.1 | 69.6 | 49.6 | 3413 |
| Corvette | V-8 | 427 | 4.25 x 3.76 | 11.0 | 3 Holley 2-bbl | 435 @ 5800 | NA | CR 4-speed (1.00-1.27-1.64-2.20) | 3.55 (3.36) | 7.75-15 | 98.0 | 57.6 | 58.3 | 175.1 | 69.6 | 49.6 | 3411 |
| **CHRYSLER** | | | | | | | | | | | | | | | | | |
| Newport | V-8 | 383 | 4.25 x 3.38 | 9.2 | 1 Ball and Ball 2-bbl | 270 @ 4400 | 390 @ 2800 | 3-speed (1.00-1.49-2.55) | 3.23 | 8.25-14 | 124.0 | 62.0 | 60.7 | 219.3 | 78.7 | 55.5 | 4120 |
| Newport | V-8 | 383 | 4.25 x 3.38 | 9.2 | 1 Stromberg 2-bbl | 270 @ 4400 | 390 @ 2800 | TorqueFlite 3-speed auto. | 2.76 | 8.25-14 | 124.0 | 62.0 | 60.7 | 219.3 | 78.7 | 55.5 | 4125 |
| Newport | V-8 | 383 | 4.25 x 3.38 | 10.0 | 1 Carter 4-bbl | 325 @ 4800 | 425 @ 2800 | TorqueFlite 3-speed auto. | 3.23 | 8.25-14 | 124.0 | 62.0 | 60.7 | 219.3 | 78.7 | 55.5 | 4125 |
| 300 | V-8 | 440 | 4.32 x 3.75 | 10.1 | 1 Holley 4-bbl | 350 @ 4400 | 480 @ 2800 | 4-speed (1.00-1.39-1.90-2.65) | 3.23 | 8.55-14 | 124.0 | 62.0 | 60.7 | 219.3 | 78.7 | 55.5 | 4270 |
| 300 | V-8 | 440 | 4.32 x 3.75 | 10.1 | 1 Holley 4-bbl | 350 @ 4400 | 480 @ 2800 | TorqueFlite 3-speed auto. | 3.23 | 8.55-14 | 124.0 | 62.0 | 60.7 | 219.3 | 78.7 | 55.5 | 4270 |
| 300 | V-8 | 440 | 4.32 x 3.75 | 10.1 | 1 Carter 4-bbl | 375 @ 4600 | 480 @ 3200 | TorqueFlite 3-speed auto. | 3.23 | 8.55-14 | 124.0 | 62.0 | 60.7 | 219.3 | 78.7 | 55.6 | 4361 |
| New Yorker | V-8 | 440 | 4.32 x 3.75 | 10.1 | 1 Holley 4-bbl | 350 @ 4400 | 480 @ 2800 | TorqueFlite 3-speed auto. | 3.23 | 8.55-14 | 124.0 | 62.0 | 60.7 | 223.4 | 78.7 | 56.1 | 4410 |
| **DODGE** | | | | | | | | | | | | | | | | | |
| Coronet | 6-in-line | 225 | 3.40 x 4.12 | 8.4 | 1 Holley 1-bbl | 145 @ 4000 | 215 @ 2400 | 3-speed (1.00-1.83-2.95) | 3.23 | 7.35-14 | 117.0 | 59.5 | 58.5 | 203.0 | 75.3 | 55.0 | 3360 |
| Coronet | 6-in-line | 225 | 3.40 x 4.12 | 8.4 | 1 Holley 1-bbl | 145 @ 4000 | 215 @ 2400 | TorqueFlite 3-speed auto. | 2.93 | 7.35-14 | 117.0 | 59.5 | 58.5 | 203.0 | 75.3 | 55.0 | 3360 |
| Coronet | V-8 | 273 | 3.63 x 3.31 | 8.8 | 1 Ball and Ball 2-bbl | 180 @ 4200 | 260 @ 1600 | 3-speed (1.00-1.76-3.02) | 3.23 (2.94) | 7.35-14 | 117.0 | 59.5 | 58.5 | 203.0 | 75.3 | 55.0 | 3475 |
| Coronet | V-8 | 273 | 3.63 x 3.31 | 8.8 | 1 Ball and Ball 2-bbl | 180 @ 4200 | 260 @ 1600 | TorqueFlite 3-speed auto. | 2.94 (3.23) | 7.35-14 | 117.0 | 59.5 | 58.5 | 203.0 | 75.3 | 55.0 | 3440 |
| Coronet | V-8 | 318 | 3.91 x 3.31 | 9.2 | 1 Stromberg 2-bbl | 230 @ 4400 | 340 @ 2400 | 3-speed (1.00-1.76-3.02) | 2.94 (3.23) | 7.35-14 | 117.0 | 59.5 | 58.5 | 203.0 | 75.3 | 55.0 | 3472 |
| Coronet | V-8 | 318 | 3.91 x 3.31 | 9.2 | 1 Stromberg 2-bbl | 230 @ 4400 | 340 @ 2400 | TorqueFlite 3-speed auto. | 2.94 (3.23) | 7.35-14 | 117.0 | 59.5 | 58.5 | 203.0 | 75.3 | 55.0 | 3474 |
| Coronet | V-8 | 383 | 4.25 x 3.38 | 9.2 | 1 Stromberg 2-bbl | 270 @ 4400 | 390 @ 2800 | 4-speed (1.00-1.39-1.91-2.66) | 3.23 | 7.35-14 | 117.0 | 59.5 | 58.5 | 203.0 | 75.3 | 55.0 | 3478 |
| Coronet | V-8 | 383 | 4.25 x 3.38 | 9.2 | 1 Stromberg 2-bbl | 270 @ 4400 | 390 @ 2800 | TorqueFlite 3-speed auto. | 2.94 (3.23) | 7.35-14 | 117.0 | 59.5 | 58.5 | 203.0 | 75.3 | 55.0 | 3485 |
| Coronet | V-8 | 383 | 4.25 x 3.38 | 10.0 | 1 Carter 4-bbl | 325 @ 4800 | 425 @ 2800 | 4-speed (1.00-1.39-1.91-2.66) | 3.23 | 7.35-14 | 117.0 | 59.5 | 58.5 | 203.0 | 75.3 | 55.0 | 3401 |
| Coronet | V-8 | 383 | 4.25 x 3.38 | 10.0 | 1 Carter 4-bbl | 325 @ 4800 | 425 @ 2800 | TorqueFlite 3-speed auto. | 3.23 (2.94) | 7.35-14 | 117.0 | 59.5 | 58.5 | 203.0 | 75.3 | 55.0 | 3524 |
| Coronet | V-8 | 426H | 4.25 x 3.75 | 10.2 | 1 Carter 4-bbl | 425 @ 5000 | 490 @ 4000 | 4-speed (1.00-1.39-1.90-2.65) | 3.54 | 7.75-14 | 117.0 | 59.5 | 58.5 | 203.0 | 75.3 | 55.0 | 3876 |
| Coronet | V-8 | 426H | 4.25 x 3.75 | 10.2 | 1 Carter 4-bbl | 425 @ 5000 | 490 @ 4000 | TorqueFlite 3-speed auto. | 3.23 | 7.75-14 | 117.0 | 59.5 | 58.5 | 203.0 | 75.3 | 55.0 | 3779 |
| Coronet R/T | V-8 | 440 | 4.32 x 3.75 | 10.1 | 1 Carter 4-bbl | 375 @ 4600 | 480 @ 3200 | 4-speed (1.00-1.39-1.90-2.65) | 3.31 | 7.75-14 | 117.0 | 59.5 | 58.5 | 203.0 | 75.3 | 55.0 | 3777 |
| Coronet R/T | V-8 | 440 | 4.32 x 3.75 | 10.1 | 1 Carter 4-bbl | 375 @ 4600 | 480 @ 3200 | TorqueFlite 3-speed auto. | 2.94 (3.23) | 7.75-14 | 117.0 | 59.5 | 58.5 | 203.0 | 75.3 | 55.0 | 3695 |
| Charger | V-8 | 318 | 3.91 x 3.31 | 9.2 | 1 Stromberg 2-bbl | 230 @ 4400 | 340 @ 2400 | 3-speed (1.00-1.39-1.91) | 2.94 (3.23) | 7.35-14 | 117.0 | 59.5 | 56.5 | 203.6 | 75.3 | 53.8 | 3630 |
| Charger | V-8 | 318 | 3.91 x 3.31 | 9.2 | 1 Stromberg 2-bbl | 230 @ 4400 | 340 @ 2400 | TorqueFlite 3-speed auto. | 2.94 (3.23) | 7.35-14 | 117.0 | 59.5 | 56.5 | 203.6 | 75.3 | 53.8 | 3632 |
| Charger | V-8 | 426H | 4.25 x 3.75 | 10.2 | 1 Carter 4-bbl | 425 @ 5000 | 490 @ 4000 | 4-speed (1.00-1.39-1.90-2.65) | 3.54 | 7.75-14 | 117.0 | 59.5 | 56.5 | 203.6 | 75.3 | 53.8 | 4146 |
| Charger | V-8 | 426H | 4.25 x 3.75 | 10.2 | 1 Carter 4-bbl | 425 @ 5000 | 490 @ 4000 | TorqueFlite 3-speed auto. | 3.23 | 7.75-14 | 117.0 | 59.5 | 56.5 | 203.6 | 75.3 | 53.8 | 4049 |
| Charger | V-8 | 440 | 4.32 x 3.75 | 10.1 | 1 Carter 4-bbl | 375 @ 5000 | 480 @ 3200 | 4-speed (1.00-1.39-1.90-2.65) | 3.31 | 7.75-14 | 117.0 | 59.5 | 56.5 | 203.6 | 75.3 | 53.8 | 3712 |
| Charger | V-8 | 440 | 4.32 x 3.75 | 10.1 | 1 Carter 4-bbl | 375 @ 5000 | 480 @ 3200 | TorqueFlite 3-speed auto. | 2.94 (3.23) | 7.75-14 | 117.0 | 59.5 | 56.5 | 203.6 | 75.3 | 53.8 | 3630 |
| Polara | V-8 | 318 | 3.91 x 3.31 | 9.2 | 1 Stromberg 2-bbl | 230 @ 4400 | 340 @ 2400 | 3-speed (1.00-1.76-3.02) | 3.23 (3.55) | 8.25-14 | 122.0 | 62.0 | 60.7 | 219.6 | 80.0 | 56.4 | 3950 |
| Polara | V-8 | 318 | 3.91 x 3.31 | 9.2 | 1 Stromberg 2-bbl | 230 @ 4400 | 340 @ 2400 | TorqueFlite 3-speed auto. | 2.94 (3.23) | 8.25-14 | 122.0 | 62.0 | 60.7 | 219.6 | 80.0 | 56.4 | 3954 |
| Polara/Monaco | V-8 | 383 | 4.25 x 3.38 | 9.2 | 1 Stromberg 2-bbl | 270 @ 4400 | 390 @ 2800 | TorqueFlite 3-speed auto. | 2.76 (3.23) | 8.25-14 | 122.0 | 62.0 | 60.7 | 219.6 | 80.0 | 54.6 | 4090 |
| Polara/Monaco | V-8 | 383 | 4.25 x 3.38 | 9.2 | 1 Ball and Ball 2-bbl | 270 @ 4400 | 390 @ 2800 | 3-speed (1.00-1.49-2.54) | 3.23 | 8.25-14 | 122.0 | 62.0 | 60.7 | 219.6 | 80.0 | 54.6 | 4059 |
| Polara/Monaco | V-8 | 383 | 4.25 x 3.38 | 10.0 | 1 Carter 4-bbl | 325 @ 4800 | 425 @ 2800 | TorqueFlite 3-speed auto. | 2.76 (3.23) | 8.25-14 | 122.0 | 62.0 | 60.7 | 219.6 | 80.0 | 54.6 | 4105 |
| Polara/Monaco | V-8 | 383 | 4.25 x 3.38 | 10.0 | 1 Carter 4-bbl | 325 @ 4800 | 425 @ 2800 | 4-speed (1.00-1.39-1.41-2.66) | 3.23 | 8.25-14 | 122.0 | 62.0 | 60.7 | 219.6 | 80.0 | 54.6 | 4106 |
| Polara/Monaco | V-8 | 383 | 4.25 x 3.38 | 10.0 | 1 Carter 4-bbl | 325 @ 4800 | 425 @ 2800 | 3-speed (1.00-1.49-2.55) | 3.23 | 8.25-14 | 122.0 | 62.0 | 60.7 | 219.6 | 80.0 | 54.6 | 4074 |
| Polara/Monaco | V-8 | 440 | 4.32 x 3.75 | 10.1 | 1 Holley 4-bbl | 350 @ 4400 | 480 @ 2800 | TorqueFlite 3-speed auto. | 2.76 (3.23) | 8.25-14 | 122.0 | 62.0 | 60.7 | 219.6 | 80.0 | 54.6 | 4123 |
| Polara/Monaco | V-8 | 440 | 4.32 x 3.75 | 10.1 | 1 Carter 4-bbl | 375 @ 4600 | 480 @ 3200 | TorqueFlite 3-speed auto. | 3.23 (2.76) | 8.25-14 | 122.0 | 62.0 | 60.7 | 219.6 | 80.0 | 54.6 | 4196 |
| Polara/Monaco | V-8 | 440 | 4.32 x 3.75 | 10.1 | 1 Carter 4-bbl | 375 @ 4600 | 480 @ 3200 | 4-speed (1.00-1.39-1.90-2.65) | 3.31 | 8.25-14 | 122.0 | 62.0 | 60.7 | 219.6 | 80.0 | 54.6 | 4244 |
| Monaco 500 | V-8 | 383 | 4.25 x 3.38 | 10.0 | 1 Carter 4-bbl | 325 @ 4800 | 425 @ 2800 | TorqueFlite 3-speed auto. | 2.76 (3.23) | 8.25-14 | 122.0 | 62.0 | 60.7 | 219.6 | 80.0 | 54.6 | 4190 |
| Monaco 500 | V-8 | 383 | 4.25 x 3.38 | 10.0 | 1 Carter 4-bbl | 325 @ 4800 | 425 @ 2800 | 4-speed (1.00-1.39-1.91-2.66) | 3.23 | 8.25-14 | 122.0 | 62.0 | 60.7 | 219.6 | 80.0 | 54.6 | 4202 |
| Monaco 500 | V-8 | 383 | 4.25 x 3.38 | 10.0 | 1 Stromberg 2-bbl | 270 @ 4400 | 380 @ 2800 | TorqueFlite 3-speed auto. | 2.76 (3.23) | 8.25-14 | 122.0 | 62.0 | 60.7 | 219.6 | 80.0 | 54.6 | 4155 |
| Dart | 6-in-line | 170 | 3.40 x 3.12 | 8.5 | 1 Ball and Ball 1-bbl | 115 @ 4400 | 155 @ 2400 | 3-speed (1.00-1.82-3.22) | 3.23 (2.93) | 6.50-13 | 111.0 | 57.4 | 55.6 | 195.4 | 69.7 | 53.4 | 2845 |
| Dart | 6-in-line | 170 | 3.40 x 3.12 | 8.5 | 1 Ball and Ball 1-bbl | 115 @ 4400 | 155 @ 2400 | TorqueFlite 3-speed auto. | 2.76 (3.23) | 6.50-13 | 111.0 | 57.4 | 55.6 | 195.4 | 69.7 | 53.4 | 2873 |
| Dart | 6-in-line | 225 | 3.40 x 4.12 | 8.4 | 1 Holley 1-bbl | 145 @ 4000 | 215 @ 4400 | 3-speed (1.00-1.83-2.95) | 3.23 (3.55) | 6.50-13 | 111.0 | 57.4 | 55.6 | 195.4 | 69.7 | 53.4 | 2890 |
| Dart | 6-in-line | 225 | 3.40 x 4.12 | 8.4 | 1 Holley 1-bbl | 145 @ 4000 | 215 @ 4400 | TorqueFlite 3-speed auto. | 2.93 (3.23) | 6.50-13 | 111.0 | 57.4 | 55.6 | 195.4 | 69.7 | 53.4 | 3118 |
| Dart | V-8 | 273 | 3.63 x 3.31 | 8.8 | 1 Ball and Ball 2-bbl | 180 @ 4200 | 260 @ 1600 | 3-speed (1.00-1.76-3.02) | 2.93 (3.23) | 7.00-13 | 111.0 | 57.4 | 55.6 | 195.4 | 69.7 | 53.4 | 3040 |
| Dart | V-8 | 273 | 3.63 x 3.31 | 8.8 | 1 Ball and Ball 2-bbl | 180 @ 4200 | 260 @ 1600 | 4-speed (1.00-1.39-1.91-2.66) | 3.23 (3.55) | 7.00-13 | 111.0 | 57.4 | 55.6 | 195.4 | 69.7 | 53.4 | 3081 |
| Dart | V-8 | 273 | 3.63 x 3.31 | 8.8 | 1 Ball and Ball 2-bbl | 180 @ 4200 | 260 @ 1600 | TorqueFlite 3-speed auto. | 2.93 (3.23) | 7.00-13 | 111.0 | 57.4 | 55.6 | 195.4 | 69.7 | 53.4 | 3033 |
| Dart | V-8 | 273 | 3.63 x 3.31 | 10.5 | 1 Carter 4-bbl | 235 @ 5200 | 280 @ 4000 | 4-speed (1.00-1.39-1.91-2.66) | 3.23 (3.55) | 7.00-13 | 111.0 | 57.4 | 55.6 | 195.4 | 69.7 | 53.4 | 3126 |
| Dart | V-8 | 273 | 3.63 x 3.31 | 10.5 | 1 Carter 4-bbl | 235 @ 5200 | 280 @ 4000 | TorqueFlite 3-speed auto. | 3.23 (2.93) | 7.00-13 | 111.0 | 57.4 | 55.6 | 195.4 | 69.7 | 53.4 | 3119 |
| **EXCALIBUR** | | | | | | | | | | | | | | | | | |
| SSK | V-8 (Ch) | 327 | 4.00 x 3.25 | 11.0 | 1 Carter 4-bbl | 350 @ 5800 | 360 @ 3800 | 4-speed (1.00-1.27-1.64-2.20) | 3.31 | 8.15-15 | 109.0 | 58.5 | 57.0 | 167.5 | 67.0 | 68.7 | 2450 |
| SSK | V-8 (Ch) | 327 | 4.00 x 3.25 | 11.0 | 1 Carter 4-bbl | 350 @ 5800 | 360 @ 3800 | Borg Warner 3-speed auto. | 3.31 | 8.15-15 | 109.0 | 58.5 | 57.0 | 167.5 | 67.0 | 68.7 | 2450 |
| SS Roadster | V-8 (Ch) | 327 | 4.00 x 3.25 | 11.0 | 1 Carter 4-bbl | 350 @ 5800 | 360 @ 3800 | 4-speed (1.00-1.27-1.64-2.20) | 3.31 | 8.15-15 | 109.0 | 58.5 | 57.0 | 167.5 | 67.0 | 68.7 | 2450 |
| SS Roadster | V-8 (Ch) | 327 | 4.00 x 3.25 | 11.0 | 1 Carter 4-bbl | 350 @ 5800 | 360 @ 3800 | Borg Warner 3-speed auto | 3.31 | 8.15-15 | 109.0 | 58.5 | 57.0 | 167.5 | 67.0 | 68.7 | 2450 |
| SS Phaeton | V-8 (Ch) | 327 | 4.00 x 3.25 | 11.0 | 1 Carter 4-bbl | 350 @ 5800 | 360 @ 3800 | 4-speed (1.00-1.27-1.64-2.20) | 3.31 | 8.15-15 | 109.0 | 58.5 | 57.0 | 167.5 | 67.0 | 68.7 | 2525 |
| **FITCH** | | | | | | | | | | | | | | | | | |
| Phoenix | (Co) Flat-Six (Ac)(R) | 164 | 3.44 x 2.94 | 9.2 | 1 Weber 2-bbl | 170 @ 5200 | 202 @ 3600 | 4-speed (1.00-1.44-2.18-3.20) | 3.27 | 175/185-14fr | 95.0 | 55.0 | 57.2 | 174.0 | 66.0 | 45.0 | 1950 |
| Corvair Sprint | (Co) Flat-Six (Ac)(R) | 164 | 3.44 x 2.94 | 9.2 | 1 Rochester 4-bbl | 155 @ 5000 | 360 @ 3600 | 4-speed (1.00-1.44-2.18-3.20) | 3.55 | 175-13 | 108.0 | 55.0 | 57.2 | 183.8 | 69.7 | 51.2 | 2540 |

| Model | Cylinders | Displacement | Bore x stroke | Compression ratio | Carburetion | Bhp @ rpm | Torque @ rpm | Transmission & gear ratios | Final drive ratio | Tire size | Wheelbase | Track front | Track rear | Overall length | Width | Ht. | Curb wt. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **FORD** | | | | | | | | | | | | | | | | | |
| Galaxie | 6-in-line | 240 | 4.00 x 3.18 | 9.2 | 1 Ford 1-bbl | 150 @ 4000 | 234 @ 2200 | 3-speed (1.00-1.75-2.99) | 3.10 (3.36) | 7.75–15 | 119.0 | 62.0 | 62.0 | 213.0 | 79.0 | 55.7 | 3595 |
| Galaxie | 6-in-line | 240 | 4.00 x 3.18 | 9.2 | 1 Ford 1-bbl | 150 @ 4000 | 234 @ 2200 | 3-speed + OD (0.70-1.00-1.69-2.80) | 3.36 (3.25) | 7.75–15 | 119.0 | 62.0 | 62.0 | 213.0 | 79.0 | 55.7 | 3584 |
| Galaxie | 6-in-line | 240 | 4.00 x 3.18 | 9.2 | 1 Ford 1-bbl | 150 @ 4000 | 234 @ 2200 | Cruise-O-Matic 3-speed auto. | 2.80 (3.36) | 7.75–15 | 119.0 | 62.0 | 62.0 | 213.0 | 79.0 | 55.7 | 3589 |
| Galaxie | V-8 | 289 | 4.00 x 2.87 | 9.3 | 1 Ford 2-bbl | 200 @ 4400 | 282 @ 2400 | 3-speed (1.00-1.75-2.99) | 3.10 (3.36) | 7.75–15 | 119.0 | 62.0 | 62.0 | 213.0 | 79.0 | 55.7 | 3607 |
| Galaxie | V-8 | 289 | 4.00 x 2.87 | 9.3 | 1 Ford 2-bbl | 200 @ 4400 | 282 @ 2400 | 3-speed + OD (0.70-1.00-1.69-2.80) | 3.36 (3.25) | 7.75–15 | 119.0 | 62.0 | 62.0 | 213.0 | 79.0 | 55.7 | 3616 |
| Galaxie | V-8 | 289 | 4.00 x 2.87 | 9.3 | 1 Ford 2-bbl | 200 @ 4400 | 282 @ 2400 | Cruise-O-Matic 3-speed auto. | 2.80 (3.36) | 7.75–15 | 119.0 | 62.0 | 62.0 | 213.0 | 79.0 | 55.7 | 3627 |
| Galaxie | V-8 | 390 | 4.05 x 3.78 | 9.5 | 1 Ford 2-bbl | 275 @ 4400 | 405 @ 2600 | 3-speed (1.00-1.61-2.42) | 3.00 (3.25) | 8.15–15 | 119.0 | 62.0 | 62.0 | 213.0 | 79.0 | 55.7 | 3820 |
| Galaxie | V-8 | 390 | 4.05 x 3.78 | 9.5 | 1 Ford 2-bbl | 275 @ 4400 | 405 @ 2600 | Cruise-O-Matic 3-speed auto. | 3.00 (2.80) | 8.15–15 | 119.0 | 62.0 | 62.0 | 213.0 | 79.0 | 55.7 | 3859 |
| Galaxie | V-8 | 390 | 4.05 x 3.78 | 10.5 | 1 Ford 4-bbl | 315 @ 4600 | 427 @ 2800 | 4-speed (1.00-1.29-1.69-2.32) | 3.25 (3.50) | 8.15–15 | 119.0 | 62.0 | 62.0 | 213.0 | 79.0 | 55.7 | 3855 |
| Galaxie | V-8 | 390 | 4.05 x 3.78 | 10.5 | 1 Ford 4-bbl | 315 @ 4600 | 427 @ 2800 | 3-speed (1.00-1.61-2.42) | 3.00 (3.25) | 8.15–15 | 119.0 | 62.0 | 62.0 | 213.0 | 79.0 | 55.7 | 3855 |
| Galaxie | V-8 | 390 | 4.05 x 3.78 | 10.5 | 1 Ford 4-bbl | 315 @ 4600 | 427 @ 2800 | Cruise-O-Matic 3-speed auto. | 3.00 (2.80) | 8.15–15 | 119.0 | 62.0 | 62.0 | 213.0 | 79.0 | 55.7 | 3894 |
| Galaxie | V-8 | 427 | 4.23 x 3.78 | 11.1 | 1 Ford 4-bbl | 410 @ 5600 | 476 @ 3400 | 4-speed (1.00-1.29-1.69-2.32) | 3.50 | 8.45–15 | 119.0 | 62.0 | 62.0 | 213.0 | 79.0 | 55.7 | 3859 |
| Galaxie | V-8 | 427 | 4.23 x 3.78 | 11.1 | 2 Ford 4-bbl | 425 @ 6000 | 480 @ 3700 | 4-speed (1.00-1.29-1.69-2.32) | 3.50 | 8.45–15 | 119.0 | 62.0 | 62.0 | 213.0 | 79.0 | 55.7 | 3859 |
| Galaxie | V-8 | 428 | 4.13 x 3.98 | 10.5 | 1 Ford 4-bbl | 360 @ 5400 | 459 @ 3200 | 4-speed (1.00-1.29-1.69-2.32) | 3.25 (3.50) | 8.15–15 | 119.0 | 62.0 | 62.0 | 213.0 | 79.0 | 55.7 | 3859 |
| Galaxie | V-8 | 428 | 4.13 x 3.98 | 10.5 | 1 Ford 4-bbl | 360 @ 5400 | 459 @ 3200 | Cruise-O-Matic 3-speed auto. | 2.80 | 8.15–15 | 119.0 | 62.0 | 62.0 | 213.0 | 79.0 | 55.7 | 3901 |
| Galaxie | V-8 | 428 | 4.13 x 3.98 | 10.5 | 1 Ford 4-bbl | 345 @ 4600 | 462 @ 2800 | 4-speed (1.00-1.29-1.69-2.32) | 3.25 (3.50) | 8.15–15 | 119.0 | 62.0 | 62.0 | 213.0 | 79.0 | 55.7 | 3859 |
| Galaxie | V-8 | 428 | 4.13 x 3.98 | 10.5 | 1 Ford 4-bbl | 345 @ 4600 | 462 @ 2800 | Cruise-O-Matic 3-speed auto. | 2.80 (3.25) | 8.15–15 | 119.0 | 62.0 | 62.0 | 213.0 | 79.0 | 55.7 | 3901 |
| Fairlane | 6-in-line | 200 | 3.68 x 3.13 | 9.2 | 1 Ford 1-bbl | 120 @ 4400 | 190 @ 2400 | 3-speed (1.00-1.69-2.76) | 3.25 (3.50) | 7.35–14 | 116.0 | 58.0 | 58.0 | 197.0 | 74.0 | 54.3 | 2860 |
| Fairlane | 6-in-line | 200 | 3.68 x 3.13 | 9.2 | 1 Ford 1-bbl | 120 @ 4400 | 190 @ 2400 | Cruise-O-Matic 3-speed auto. | 2.80 (3.00) | 7.35–14 | 116.0 | 58.0 | 58.0 | 197.0 | 74.0 | 54.3 | 2900 |
| Fairlane | V-8 | 289 | 4.00 x 2.87 | 9.3 | 1 Ford 2-bbl | 200 @ 4400 | 282 @ 2400 | 3-speed (1.00-1.70-2.79) | 2.80 (3.25) | 7.35–14 | 116.0 | 58.0 | 58.0 | 197.0 | 74.0 | 54.3 | 2930 |
| Fairlane | V-8 | 289 | 4.00 x 2.87 | 9.3 | 1 Ford 2-bbl | 200 @ 4400 | 282 @ 2400 | 4-speed (1.00-1.36-1.93-2.78) | 3.25 (3.00) | 7.35–14 | 116.0 | 58.0 | 58.0 | 197.0 | 74.0 | 54.3 | 2954 |
| Fairlane | V-8 | 289 | 4.00 x 2.87 | 9.3 | 1 Ford 2-bbl | 200 @ 4400 | 282 @ 2400 | 3-speed + OD (0.70-1.00-1.69-2.80) | 3.50 | 7.35–14 | 116.0 | 58.0 | 58.0 | 197.0 | 74.0 | 54.3 | 2935 |
| Fairlane | V-8 | 289 | 4.00 x 2.87 | 9.3 | 1 Ford 2-bbl | 200 @ 4400 | 282 @ 2400 | Cruise-O-Matic 3-speed auto. | 2.80 (3.00) | 7.35–14 | 116.0 | 58.0 | 58.0 | 197.0 | 74.0 | 54.3 | 2970 |
| Fairlane | V-8 | 390 | 4.05 x 3.78 | 9.5 | 1 Ford 2-bbl | 265 @ 4400 | 401 @ 2600 | 3-speed (1.00-1.61-2.42) | 3.00 (3.25) | 7.75–14 | 116.0 | 58.0 | 58.0 | 197.0 | 74.0 | 54.3 | 3415 |
| Fairlane | V-8 | 390 | 4.05 x 3.78 | 9.5 | 1 Ford 2-bbl | 265 @ 4400 | 401 @ 2600 | 4-speed (1.00-1.29-1.69-2.32) | 3.00 (3.25) | 7.75–14 | 116.0 | 58.0 | 58.0 | 197.0 | 74.0 | 54.3 | 3439 |
| Fairlane | V-8 | 390 | 4.05 x 3.78 | 9.5 | 1 Ford 2-bbl | 275 @ 4400 | 405 @ 2600 | Cruise-O-Matic 3-speed auto. | 3.00 (3.25) | 7.75–14 | 116.0 | 58.0 | 58.0 | 197.0 | 74.0 | 54.3 | 3455 |
| Fairlane | V-8 | 390 | 4.05 x 3.78 | 10.5 | 1 Ford 4-bbl | 315 @ 4600 | 427 @ 2800 | 3-speed (1.00-1.61-2.42) | 3.00 (3.25) | 7.75–14 | 116.0 | 58.0 | 58.0 | 197.0 | 74.0 | 54.3 | 3415 |
| Fairlane | V-8 | 390 | 4.05 x 3.78 | 10.5 | 1 Ford 4-bbl | 315 @ 4600 | 427 @ 2800 | 4-speed (1.00-1.29-1.69-2.32) | 3.00 (3.25) | 7.75–14 | 116.0 | 58.0 | 58.0 | 197.0 | 74.0 | 54.3 | 3439 |
| Fairlane | V-8 | 390 | 4.05 x 3.78 | 10.5 | 1 Ford 4-bbl | 315 @ 4600 | 427 @ 2800 | Cruise-O-Matic 3-speed auto. | 3.00 (3.25) | 7.75–14 | 116.0 | 58.0 | 58.0 | 197.0 | 74.0 | 54.3 | 3455 |
| Fairlane GTA | V-8 | 390 | 4.05 x 3.78 | 10.5 | 1 Ford 4-bbl | 335 @ 4800 | 427 @ 3200 | 3-speed (1.00-1.61-2.42) | 3.25 (3.00) | F70–14 | 116.0 | 58.0 | 58.0 | 197.0 | 74.0 | 54.3 | 3290 |
| Fairlane GTA | V-8 | 390 | 4.05 x 3.78 | 10.5 | 1 Ford 4-bbl | 335 @ 4800 | 427 @ 3200 | 4-speed (1.00-1.29-1.69-2.32) | 3.25 (3.00) | F70–14 | 116.0 | 58.0 | 58.0 | 197.0 | 74.0 | 54.3 | 3314 |
| Fairlane GTA | V-8 | 390 | 4.05 x 3.78 | 10.5 | 1 Ford 4-bbl | 335 @ 4800 | 427 @ 3200 | Cruise-O-Matic 3-speed auto. | 3.25 (3.00) | F70–14 | 116.0 | 58.0 | 58.0 | 197.0 | 74.0 | 54.3 | 3330 |
| Falcon | 6-in-line | 170 | 3.50 x 2.94 | 9.1 | 1 Ford 1-bbl | 105 @ 4400 | 158 @ 2400 | 3-speed (1.00-1.83-3.29) | 3.20 | 6.50–13 | 111.0 | 58.2 | 57.9 | 184.3 | 73.2 | 54.6 | 2525 |
| Falcon | 6-in-line | 170 | 3.50 x 2.94 | 9.1 | 1 Ford 1-bbl | 105 @ 4400 | 158 @ 2400 | Cruise-O-Matic 3-speed auto. | 2.83 | 6.50–13 | 111.0 | 58.2 | 57.9 | 184.3 | 73.2 | 54.6 | 2565 |
| Falcon | 6-in-line | 200 | 3.64 x 3.13 | 9.2 | 1 Ford 1-bbl | 120 @ 4400 | 190 @ 2400 | 3-speed (1.00-1.69-2.76) | 3.20 (2.83) | 6.50–13 | 111.0 | 58.2 | 57.9 | 184.3 | 73.2 | 54.6 | 2539 |
| Falcon | 6-in-line | 200 | 3.64 x 3.13 | 9.2 | 1 Ford 1-bbl | 120 @ 4400 | 190 @ 2400 | Cruise-O-Matic 3-speed auto. | 2.83 (3.20) | 6.50–13 | 111.0 | 58.2 | 57.9 | 184.3 | 73.2 | 54.6 | 2584 |
| Falcon | V-8 | 289 | 4.00 x 2.87 | 9.3 | 1 Ford 2-bbl | 200 @ 4400 | 282 @ 2400 | 3-speed (1.00-1.75-2.99) | 2.80 (3.00) | 6.95–14 | 111.0 | 58.2 | 57.9 | 184.3 | 73.2 | 54.6 | 2806 |
| Falcon | V-8 | 289 | 4.00 x 2.87 | 9.3 | 1 Ford 2-bbl | 200 @ 4400 | 282 @ 2400 | Cruise-O-Matic 3-speed auto. | 2.80 (3.00) | 6.95–14 | 111.0 | 58.2 | 57.9 | 184.3 | 73.2 | 54.6 | 2851 |
| Falcon | V-8 | 289 | 4.00 x 2.87 | 9.3 | 1 Ford 2-bbl | 200 @ 4400 | 282 @ 2400 | 4-speed (1.00-1.36-1.93-2.78) | 2.80 (3.00) | 6.95–14 | 111.0 | 58.2 | 57.9 | 184.3 | 73.2 | 54.6 | 2829 |
| Falcon | V-8 | 289 | 4.00 x 2.87 | 10.1 | 1 Ford 4-bbl | 225 @ 4800 | 305 @ 3200 | 3-speed (1.00-1.75-2.99) | 3.00 | 6.95–14 | 111.0 | 58.2 | 57.9 | 184.3 | 73.2 | 54.6 | 2806 |
| Falcon | V-8 | 289 | 4.00 x 2.87 | 10.1 | 1 Ford 4-bbl | 225 @ 4800 | 305 @ 3200 | Cruise-O-Matic 3-speed auto. | 3.00 | 6.95–14 | 111.0 | 58.2 | 57.9 | 184.3 | 73.2 | 54.6 | 2851 |
| Falcon | V-8 | 289 | 4.00 x 2.87 | 10.1 | 1 Ford 4-bbl | 225 @ 4800 | 305 @ 3200 | 4-speed (1.00-1.36-1.93-2.78) | 3.00 | 6.95–14 | 111.0 | 58.2 | 57.9 | 184.3 | 73.2 | 54.6 | 2829 |
| Mustang | 6-in-line | 200 | 3.68 x 3.13 | 9.2 | 1 Ford 1-bbl | 120 @ 4400 | 190 @ 2400 | 3-speed (1.00-1.69-2.76) | 3.20 | 6.95–14 | 108 | 57.9 | 57.9 | 183.6 | 70.9 | 51.6 | 2696 |
| Mustang | 6-in-line | 200 | 3.68 x 3.13 | 9.2 | 1 Ford 1-bbl | 120 @ 4400 | 190 @ 2400 | Cruise-O-Matic 3-speed auto. | 2.83 | 6.95–14 | 108 | 57.9 | 57.9 | 183.6 | 70.9 | 51.6 | 2730 |
| Mustang | V-8 | 289 | 4.00 x 2.87 | 9.3 | 1 Ford 2-bbl | 200 @ 4400 | 282 @ 2400 | 3-speed (1.00-1.75-2.99) | 2.80 (3.00) | 6.95–14 | 108 | 58.1 | 58.1 | 183.6 | 70.9 | 51.6 | 2917 |
| Mustang | V-8 | 289 | 4.00 x 2.87 | 9.3 | 1 Ford 2-bbl | 200 @ 4400 | 282 @ 2400 | 4-speed (1.00-1.36-1.93-2.78) | 2.80 (3.00) | 6.95–14 | 108 | 58.1 | 58.1 | 183.6 | 70.9 | 51.6 | 2931 |
| Mustang | V-8 | 289 | 4.00 x 2.87 | 9.3 | 1 Ford 2-bbl | 200 @ 4400 | 282 @ 2400 | Cruise-O-Matic 3-speed auto. | 2.80 (3.00) | 6.95–14 | 108 | 58.1 | 58.1 | 183.6 | 70.9 | 51.6 | 2951 |
| Mustang | V-8 | 289 | 4.00 x 2.87 | 9.8 | 1 Ford 4-bbl | 225 @ 4800 | 305 @ 3200 | 3-speed (1.00-1.75-2.99) | 3.00 | 6.95–14 | 108 | 58.1 | 58.1 | 183.6 | 70.9 | 51.6 | 2930 |
| Mustang | V-8 | 289 | 4.00 x 2.87 | 9.8 | 1 Ford 4-bbl | 225 @ 4800 | 305 @ 3200 | 4-speed (1.00-1.36-1.93-2.78) | 3.00 | 6.95–14 | 108 | 58.1 | 58.1 | 183.6 | 70.9 | 51.6 | 2940 |
| Mustang | V-8 | 289 | 4.00 x 2.87 | 9.8 | 1 Ford 4-bbl | 225 @ 4800 | 305 @ 3200 | Cruise-O-Matic 3-speed auto. | 3.00 | 6.95–14 | 108 | 58.1 | 58.1 | 183.6 | 70.9 | 51.6 | 2951 |
| Mustang | V-8 | 390 | 4.05 x 3.78 | 10.5 | 1 Holley 4-bbl | 320 @ 4800 | 427 @ 3200 | 3-speed (1.00-1.61-2.42) | 3.00 (3.25) | 7.35–14 | 108 | 58.1 | 58.1 | 183.6 | 70.9 | 51.6 | 3196 |
| Mustang | V-8 | 390 | 4.05 x 3.78 | 10.5 | 1 Holley 4-bbl | 320 @ 4800 | 427 @ 3200 | 4-speed (1.00-1.36-1.93-2.78) | 3.00 (3.25) | 7.35–14 | 108 | 58.1 | 58.1 | 183.6 | 70.9 | 51.6 | 3210 |
| Mustang | V-8 | 390 | 4.05 x 3.78 | 10.5 | 1 Holley 4-bbl | 320 @ 4800 | 427 @ 3200 | Cruise-O-Matic 3-speed auto. | 3.00 (3.25) | 7.35–14 | 108 | 58.1 | 58.1 | 183.6 | 70.9 | 51.6 | 3230 |
| Thunderbird 2 dr. Landau | V-8 | 390 | 4.05 x 3.78 | 10.5 | 1 Autolite 4-bbl | 315 @ 4600 | 427 @ 3200 | Cruise-O-Matic 3-speed Auto. | 3.00 | 8.15–15 | 115.0 | 62.0 | 62.0 | 206.9 | 77.2 | 52.8 | 4390 |
| Thunderbird 2 dr. Landau | V-8 | 428 | 4.13 x 3.98 | 10.5 | 1 Autolite 4-bbl | 345 @ 4600 | 462 @ 2800 | Cruise-O-Matic 3-speed Auto. | 3.00 | 8.15–15 | 115.0 | 62.0 | 62.0 | 206.9 | 77.2 | 52.8 | 4492 |
| Thunderbird 4 dr. Landau | V-8 | 390 | 4.05 x 3.78 | 10.5 | 1 Autolite 4-bbl | 315 @ 4600 | 427 @ 3200 | Cruise-O-Matic 3-speed Auto. | 3.00 | 8.15–15 | 117.0 | 62.0 | 62.0 | 206.9 | 77.2 | 53.8 | 4500 |
| Thunderbird 4 dr. Landau | V-8 | 428 | 4.13 x 3.98 | 10.5 | 1 Autolite 4-bbl | 345 @ 4600 | 462 @ 2800 | Cruise-O-Matic 3-speed Auto. | 3.00 | 8.15–15 | 117.0 | 62.0 | 62.0 | 206.9 | 77.2 | 53.8 | 4600 |
| **IMPERIAL** | | | | | | | | | | | | | | | | | |
| Crown | V-8 | 440 | 4.32 x 3.75 | 10.1 | 1 Holley 4-bbl | 350 @ 4400 | 480 @ 2800 | TorqueFlite 3-speed auto. | 2.94 | 9.15–15 | 127.0 | 62.4 | 61.1 | 224.7 | 79.6 | 56.1 | 4980 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **LINCOLN CONTINENTAL** | | | | | | | | | | | | | | | | | | |
| Lincoln Continental | V-8 | 462 | 4.38 x 3.83 | 10.2 | 1 Autolite 4-bbl | 340 @ 4600 | 485 @ 2800 | Twin-Range 3-speed auto. | 2.80 (3.00) | 9.15–15 | 126.0 | 62.1 | 61.0 | 220.9 | 79.7 | 55.0 | 5256 |
| **MERCURY** | | | | | | | | | | | | | | | | | | |
| Cougar | V-8 | 289 | 4.00 x 2.87 | 9.3 | 1 Ford 2-bbl | 200 @ 4400 | 282 @ 2400 | 3-speed (1.00-1.75-2.99) | 2.80 (3.00) | 7.35–14 | 111.0 | 58.1 | 58.1 | 190.3 | 71.2 | 51.8 | 3119 |
| Cougar | V-8 | 289 | 4.00 x 2.87 | 9.3 | 1 Ford 2-bbl | 200 @ 4400 | 282 @ 2400 | 4-speed (1.00-1.36-1.93-2.78) | 2.80 (3.00) | 7.35–14 | 111.0 | 58.1 | 58.1 | 190.3 | 71.2 | 51.8 | 3139 |
| Cougar | V-8 | 289 | 4.00 x 2.87 | 9.3 | 1 Ford 2-bbl | 200 @ 4400 | 282 @ 2400 | Merc-O-Matic 3-speed auto. | 2.80 (3.00) | 7.35–14 | 111.0 | 58.1 | 58.1 | 190.3 | 71.2 | 51.8 | 3139 |
| Cougar | V-8 | 289 | 4.00 x 2.87 | 9.8 | 1 Ford 4-bbl | 225 @ 4800 | 305 @ 3200 | 3-speed (1.00-1.75-2.99) | 3.00 | 7.35–14 | 111.0 | 58.1 | 58.1 | 190.3 | 71.2 | 51.8 | 3119 |
| Cougar | V-8 | 289 | 4.00 x 2.87 | 9.8 | 1 Ford 4-bbl | 225 @ 4800 | 305 @ 3200 | 4-speed (1.00-1.36-1.93-2.78) | 3.00 | 7.35–14 | 111.0 | 58.1 | 58.1 | 190.3 | 71.2 | 51.8 | 3139 |
| Cougar | V-8 | 289 | 4.00 x 2.87 | 9.8 | 1 Ford 4-bbl | 225 @ 4800 | 305 @ 3200 | Merc-O-Matic 3-speed auto. | 3.00 | 7.35–14 | 111.0 | 58.1 | 58.1 | 190.3 | 71.2 | 51.8 | 3139 |
| Cougar | V-8 | 390 | 4.05 x 3.78 | 10.5 | 1 Holley 4-bbl | 335 @ 4800 | 427 @ 3200 | 3-speed (1.00-1.75-2.99) | 3.00 | 7.35–14 | 111.0 | 58.1 | 58.1 | 190.3 | 71.2 | 51.8 | 3389 |
| Cougar | V-8 | 390 | 4.05 x 3.78 | 10.5 | 1 Holley 4-bbl | 335 @ 4800 | 427 @ 3200 | 4-speed (1.00-1.36-1.93-2.78) | 3.00 | 7.35–14 | 111.0 | 58.1 | 58.1 | 190.3 | 71.2 | 51.8 | 3409 |
| Cougar | V-8 | 390 | 4.05 x 3.78 | 10.5 | 1 Holley 4-bbl | 334 @ 4800 | 427 @ 3200 | Merc-O-Matic 3-speed auto. | 3.00 | 7.35–14 | 111.0 | 58.1 | 58.1 | 190.3 | 71.2 | 51.8 | 3413 |
| Monterey-Park Lane | V-8 | 390 | 4.05 x 3.78 | 9.5 | 1 Autolite 2-bbl | 270 @ 4400 | 403 @ 2800 | 3-speed (1.00-1.61-2.42) | 3.00 (3.25) | 8.15–15 | 123.0 | 62.0 | 62.0 | 218.5 | 78.2 | 55.1 | 4048 |
| Monterey | V-8 | 390 | 4.05 x 3.78 | 9.5 | 1 Autolite 2-bbl | 270 @ 4400 | 403 @ 2800 | 4-speed (1.00-1.29-1.69-2.32) | 3.25 | 8.15–15 | 123.0 | 62.0 | 62.0 | 218.5 | 78.2 | 55.1 | 4060 |
| Monterey | V-8 | 390 | 4.05 x 3.78 | 9.5 | 1 Autolite 2-bbl | 270 @ 4400 | 403 @ 2800 | Merc-O-Matic 3-speed auto. | 3.00 (3.25) | 8.15–15 | 123.0 | 62.0 | 62.0 | 218.5 | 78.2 | 55.1 | 4048 |
| Monterey-Park Lane | V-8 | 410 | 4.05 x 3.98 | 10.5 | 1 Autolite 4-bbl | 330 @ 4600 | 444 @ 2800 | 4-speed (1.00-1.29-1.69-2.32) | 3.25 | 8.15–15 | 123.0 | 62.0 | 62.0 | 218.5 | 78.2 | 55.1 | 4072 |
| Monterey-Park Lane | V-8 | 410 | 4.05 x 3.98 | 10.5 | 1 Autolite 4-bbl | 330 @ 4600 | 444 @ 2800 | Merc-O-Matic 3-speed auto. | 2.80 (3.25) | 8.15–15 | 123.0 | 62.0 | 62.0 | 218.5 | 78.2 | 55.1 | 4060 |
| Monterey-Park Lane | V-8 | 428 | 4.13 x 3.98 | 10.5 | 1 Autolite 4-bbl | 345 @ 4600 | 462 @ 2800 | 4-speed (1.00-1.29-1.69-2.32) | 3.25 | 8.15–15 | 123.0 | 62.0 | 62.0 | 218.5 | 78.2 | 55.1 | 4100 |
| Monterey-Park Lane | V-8 | 428 | 4.13 x 3.98 | 10.5 | 1 Autolite 4-bbl | 345 @ 4600 | 462 @ 2800 | Merc-O-Matic 3-speed auto. | 2.80 (3.25) | 8.15–15 | 123.0 | 62.0 | 62.0 | 218.5 | 78.2 | 55.1 | 4100 |
| Comet | 6-in-line | 200 | 3.68 x 3.13 | 9.2 | 1 Autolite 1-bbl | 120 @ 4400 | 190 @ 2400 | 3-speed (1.00-1.69-2.76) | 3.25 (3.50) | 7.35–14 | 116.0 | 58.5 | 58.2 | 203.5 | 73.8 | 54.0 | 2973 |
| Comet | 6-in-line | 200 | 3.68 x 3.13 | 9.2 | 1 Autolite 1-bbl | 120 @ 4400 | 190 @ 2400 | Merc-O-Matic 3-speed auto. | 2.80 (3.25) | 7.35–14 | 116.0 | 58.5 | 58.2 | 203.5 | 73.8 | 54.0 | 2980 |
| Comet | V-8 | 289 | 4.00 x 2.87 | 9.3 | 1 Autolite 2-bbl | 200 @ 4400 | 282 @ 2400 | 3-speed (1.00-1.75-2.99) | 2.80 (3.25) | 7.35–14 | 116.0 | 58.5 | 58.2 | 203.5 | 73.8 | 54.0 | 2982 |
| Comet | V-8 | 289 | 4.00 x 2.87 | 9.3 | 1 Autolite 2-bbl | 200 @ 4400 | 282 @ 2400 | 4-speed (1.00-1.36-1.93-2.78) | 3.25 (3.00) | 7.35–14 | 116.0 | 58.5 | 58.2 | 203.5 | 73.8 | 54.0 | 3002 |
| Comet | V-8 | 289 | 4.00 x 2.87 | 9.3 | 1 Autolite 2-bbl | 200 @ 4400 | 282 @ 2400 | Merc-O-Matic 3-speed auto. | 2.80 (3.00) | 7.35–14 | 116.0 | 58.5 | 58.2 | 203.5 | 73.8 | 54.0 | 2989 |
| Comet | V-8 | 390 | 4.05 x 3.78 | 9.5 | 1 Autolite 2-bbl | 270 @ 4400 | 403 @ 2800 | 3-speed (1.00-1.61-2.42) | 3.00 (3.25) | 7.35–14 | 116.0 | 58.5 | 58.2 | 203.5 | 73.8 | 54.0 | 3243 |
| Comet | V-8 | 390 | 4.05 x 3.78 | 9.5 | 1 Autolite 2-bbl | 270 @ 4400 | 403 @ 2800 | 4-speed (1.00-1.29-1.69-2.32) | 3.00 (3.25) | 7.35–14 | 116.0 | 58.5 | 58.2 | 203.5 | 73.8 | 54.0 | 3263 |
| Comet | V-8 | 390 | 4.05 x 3.78 | 9.5 | 1 Autolite 2-bbl | 270 @ 4400 | 403 @ 2800 | Merc-O-Matic 3-speed auto. | 3.00 (3.25) | 7.35–14 | 116.0 | 58.5 | 58.2 | 203.5 | 73.8 | 54.0 | 3250 |
| Comet | V-8 | 390 | 4.05 x 3.78 | 10.5 | 1 Autolite 4-bbl | 320 @ 4800 | 427 @ 3200 | 3-speed (1.00-1.61-2.42) | 3.25 (3.00) | 7.35–14 | 116.0 | 58.5 | 58.2 | 203.5 | 73.8 | 54.0 | 3243 |
| Comet | V-8 | 390 | 4.05 x 3.78 | 10.5 | 1 Autolite 4-bbl | 320 @ 4800 | 427 @ 3200 | 4-speed (1.00-1.29-1.69-2.32) | 3.25 (3.00) | 7.35–14 | 116.0 | 58.5 | 58.2 | 203.5 | 73.8 | 54.0 | 3263 |
| Comet | V-8 | 390 | 4.05 x 3.78 | 10.5 | 1 Autolite 4-bbl | 320 @ 4800 | 427 @ 3200 | Merc-O-Matic 3-speed auto. | 3.25 (3.00) | 7.35–14 | 116.0 | 58.5 | 58.2 | 203.5 | 73.8 | 54.0 | 3250 |
| Comet | V-8 | 427 | 4.23 x 3.78 | 11.1 | 1 Ford 4-bbl | 410 @ 5600 | 426 @ 3400 | 4-speed (1.00-1.29-1.69-2.32) | 3.00 (3.25) | 7.75–14 | 116.0 | 58.5 | 58.2 | 203.5 | 73.8 | 54.0 | NA |
| Comet | V-8 | 427 | 4.23 x 3.78 | 11.1 | 2 Ford 4-bbl | 425 @ 6000 | 480 @ 3700 | 4-speed (1.00-1.29-1.69-2.32) | 3.00 (3.25) | 7.75–14 | 116.0 | 58.5 | 58.2 | 203.5 | 73.8 | 54.0 | NA |
| **OLDSMOBILE** | | | | | | | | | | | | | | | | | | |
| F-85 | 6-in-line | 250 | 3.87 x 3.53 | 8.5 | 1 Rochester 1-bbl | 155 @ 4200 | 240 @ 2000 | 3-speed (1.00-1.63-2.85) | 2.78 | 7.75–14 | 115.0 | 58.0 | 59.0 | 204.2 | 76.0 | 54.4 | 3162 |
| F-85 | 6-in-line | 250 | 3.87 x 3.53 | 8.5 | 1 Rochester 1-bbl | 155 @ 4200 | 240 @ 2000 | Jetaway 3-speed auto. | 2.78 | 7.75–14 | 115.0 | 58.0 | 59.0 | 204.2 | 76.0 | 54.4 | 3162 |
| Cutlass | V-8 | 330 | 3.93 x 3.38 | 9.0 | 1 Rochester 2-bbl | 250 @ 4800 | 335 @ 2800 | 3-speed (1.00-1.50-2.54) | 3.08 | 7.75–14 | 115.0 | 58.0 | 59.0 | 204.2 | 76.0 | 54.4 | 3387 |
| Cutlass | V-8 | 330 | 3.93 x 3.38 | 9.0 | 1 Rochester 2-bbl | 250 @ 4800 | 335 @ 2800 | 4-speed (1.00-1.46-1.80-2.52) | 3.08 | 7.75–14 | 115.0 | 58.0 | 59.0 | 204.2 | 76.0 | 54.4 | 3399 |
| Cutlass | V-8 | 330 | 3.93 x 3.38 | 9.0 | 1 Rochester 2-bbl | 250 @ 4800 | 335 @ 2800 | Jetaway 3-speed auto. | 2.78 | 7.75–14 | 115.0 | 58.0 | 59.0 | 204.2 | 76.0 | 54.4 | 3385 |
| Cutlass | V-8 | 330 | 3.93 x 3.38 | 10.2 | 1 Rochester 4-bbl | 260 @ 4800 | 355 @ 2800 | 3-speed (1.00-1.50-2.54) | 3.08 | 7.75–14 | 115.0 | 58.0 | 59.0 | 204.2 | 76.0 | 54.4 | 3421 |
| Cutlass | V-8 | 330 | 3.93 x 3.38 | 10.2 | 1 Rochester 4-bbl | 260 @ 4800 | 355 @ 2800 | 4-speed (1.00-1.46-1.80-2.52) | 3.08 | 7.75–14 | 115.0 | 58.0 | 59.0 | 204.2 | 76.0 | 54.4 | 3433 |
| Cutlass | V-8 | 330 | 3.93 x 3.38 | 10.2 | 1 Rochester 4-bbl | 260 @ 4800 | 355 @ 2800 | Jetaway 3-speed auto. | 2.78 | 7.75–14 | 115.0 | 58.0 | 59.0 | 204.2 | 76.0 | 54.4 | 3419 |
| 4-4-2 | V-8 | 400 | 4.00 x 3.97 | 10.5 | 1 Rochester 4-bbl | 350 @ 5000 | 440 @ 3600 | 3-speed (1.00-1.50-2.54) | 3.23 | 7.75–14 | 115.0 | 58.0 | 59.0 | 204.2 | 76.0 | 53.6 | 3684 |
| 4-4-2 | V-8 | 400 | 4.00 x 3.97 | 10.5 | 1 Rochester 4-bbl | 350 @ 5000 | 440 @ 3600 | 4-speed (1.00-1.28-1.64-2.20) | 3.42 | 7.75–14 | 115.0 | 58.0 | 59.0 | 204.2 | 76.0 | 53.6 | 3696 |
| 4-4-2 | V-8 | 400 | 4.00 x 3.97 | 10.5 | 1 Rochester 4-bbl | 350 @ 5000 | 440 @ 3600 | Jetaway 3-speed auto. | 3.08 | 7.75–14 | 115.0 | 58.0 | 59.0 | 204.2 | 76.0 | 53.6 | 3679 |
| Delmont | V-8 | 330 | 3.93 x 3.38 | 9.0 | 1 Rochester 2-bbl | 250 @ 4800 | 335 @ 2800 | 3-speed (1.00-1.50-2.54) | 3.23 | 8.55–14 | 123.0 | 62.5 | 63.0 | 217.0 | 80.0 | 55.5 | 4048 |
| Delmont | V-8 | 330 | 3.93 x 3.38 | 9.0 | 1 Rochester 2-bbl | 250 @ 4800 | 335 @ 2800 | Turbo Hydra-Matic 3-speed auto. | 2.78 | 8.55–14 | 123.0 | 62.5 | 63.0 | 217.0 | 80.0 | 55.5 | 4095 |
| Delmont/Delta | V-8 | 425 | 4.12 x 3.97 | 9.0 | 1 Rochester 2-bbl | 300 @ 4200 | 430 @ 2200 | 3-speed (1.00-1.61-2.42) | 3.23 | 8.55–14 | 123.0 | 62.5 | 63.0 | 217.0 | 80.0 | 55.5 | 4146 |
| Delmont/Delta | V-8 | 425 | 4.12 x 3.97 | 9.0 | 1 Rochester 2-bbl | 300 @ 4200 | 430 @ 2200 | Turbo Hydra-Matic 3-speed auto. | 2.93 | 8.55–14 | 123.0 | 62.5 | 63.0 | 217.0 | 80.0 | 55.5 | 4197 |
| 98 | V-8 | 425 | 4.12 x 3.97 | 10.2 | 1 Rochester 4-bbl | 365 @ 4800 | 470 @ 3200 | Turbo Hydra-Matic 3-speed auto. | 3.08 | 8.85–14 | 126.0 | 62.5 | 63.0 | 223.0 | 80.0 | 55.8 | 4413 |
| Toronado | V-8 | 425 | 4.12 x 3.97 | 10.5 | 1 Rochester 4-bbl | 385 @ 4800 | 480 @ 3200 | Turbo Hydra-Matic 3-speed auto. | 3.21 | 8.85–15 | 119.0 | 63.5 | 63.0 | 211.0 | 78.5 | 52.8 | 4472 |
| **PLYMOUTH** | | | | | | | | | | | | | | | | | | |
| Barracuda | 6-in-line | 225 | 3.40 x 4.12 | 8.4 | 1 Holley 1-bbl | 145 @ 4000 | 215 @ 2400 | 3-speed (1.00-1.83-2.95) | 3.23 | 6.95–14 | 108.0 | 57.4 | 55.6 | 192.8 | 71.6 | 53.1 | NA |
| Barracuda | V-8 | 383 | 4.25 x 3.38 | 10.0 | 1 Carter 4-bbl | 325 @ 4800 | 425 @ 2800 | 4-speed (1.00-1.39-1.91-2.66) | 3.23 | D70–14 | 108.0 | 57.4 | 55.6 | 192.8 | 71.6 | 53.5 | NA |
| Barracuda | V-8 | 273 | 3.63 x 3.31 | 10.5 | 1 Carter 4-bbl | 235 @ 5200 | 280 @ 4000 | 4-speed (1.00-1.39-1.91-2.66) | 3.23 | 6.95–14 | 108.0 | 57.4 | 55.6 | 192.8 | 71.6 | 53.5 | NA |
| Barracuda | V-8 | 273 | 3.63 x 3.31 | 8.8 | 1 Ball & Ball 2-bbl | 180 @ 4200 | 260 @ 1600 | TorqueFlite 3-speed auto. | 2.93 | 6.95–14 | 108.0 | 57.4 | 55.6 | 192.8 | 71.6 | 53.5 | NA |
| Belvedere | 6-in-line | 225 | 3.40 x 4.12 | 8.4 | 1 Holley 1-bbl | 145 @ 4000 | 215 @ 2400 | 3-speed (1.00-1.83-2.95) | 3.23 (3.55) | 7.35–14 | 116.0 | 59.5 | 58.5 | 200.5 | 76.4 | 55.0 | 3145 |
| Belvedere | 6-in-line | 225 | 3.40 x 4.12 | 8.4 | 1 Holley 1-bbl | 145 @ 4000 | 215 @ 2400 | TorqueFlite 3-speed auto. | 2.93 (3.23) | 7.35–14 | 116.0 | 59.5 | 58.5 | 200.5 | 76.4 | 55.0 | 3174 |
| Belvedere | V-8 | 273 | 3.63 x 3.31 | 8.8 | 1 Ball and Ball 2-bbl | 180 @ 4200 | 260 @ 1600 | 3-speed (1.00-1.76-3.02) | 3.23 (2.94) | 7.35–14 | 116.0 | 59.5 | 58.5 | 200.5 | 76.4 | 55.0 | 3325 |
| Belvedere | V-8 | 273 | 3.63 x 3.31 | 8.8 | 1 Ball and Ball 2-bbl | 180 @ 4200 | 260 @ 1600 | TorqueFlite 3-speed auto. | 2.94 (3.23) | 7.35–14 | 116.0 | 59.5 | 58.5 | 200.5 | 76.4 | 55.0 | 3295 |
| Belvedere | V-8 | 440 | 4.32 x 3.75 | 10.1 | 1 Carter 4-bbl | 375 @ 4600 | 480 @ 3200 | 4-speed (1.00-1.39-1.90-2.65) | 3.31 | 7.75–14 | 116.0 | 59.5 | 58.5 | 200.5 | 76.4 | 55.0 | 3827 |
| Belvedere | V-8 | 440 | 4.32 x 3.75 | 10.1 | 1 Carter 4-bbl | 375 @ 4600 | 480 @ 3200 | TorqueFlite 3-speed auto. | 2.94 (3.23) | 7.75–14 | 116.0 | 59.5 | 58.5 | 200.5 | 76.4 | 55.0 | 3745 |
| Belvedere | V-8 | 318 | 3.91 x 3.31 | 9.2 | 1 Stromberg 2-bbl | 230 @ 4400 | 340 @ 2400 | 3-speed (1.00-1.76-3.02) | 2.94 (3.23) | 7.35–14 | 116.0 | 59.5 | 58.5 | 200.5 | 76.4 | 55.0 | 3331 |
| Belvedere | V-8 | 318 | 3.91 x 3.31 | 9.2 | 1 Stromberg 2-bbl | 230 @ 4400 | 340 @ 2400 | TorqueFlite 3-speed auto. | 2.94 (3.23) | 7.35–14 | 116.0 | 59.5 | 58.5 | 200.5 | 76.4 | 55.0 | 3333 |

| Model | Cylinders | Displacement | Bore x stroke | Compression ratio | Carburetion | Bhp @ rpm | Torque @ rpm | Transmission and gear ratios | Final drive ratio | Tire size | Wheelbase | Track front | Track rear | Overall length | Width | Ht. | Curb wt. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Belvedere | V-8 | 383 | 4.25 x 3.38 | 9.2 | 1 Ball and Ball 2-bbl | 270 @ 4400 | 390 @ 2800 | 4-speed (1.00-1.39-1.91-2.66) | 3.23 | 7.75–14 | 116.0 | 59.5 | 58.5 | 200.5 | 76.4 | 55.0 | 3450 |
| Belvedere | V-8 | 383 | 4.25 x 3.38 | 9.2 | 1 Ball and Ball 2-bbl | 270 @ 4400 | 390 @ 2800 | TorqueFlite 3-speed auto. | 2.94 (3.23) | 7.75–14 | 116.0 | 59.5 | 58.5 | 200.5 | 76.4 | 55.0 | 3450 |
| Belvedere | V-8 | 383 | 4.25 x 3.38 | 10.0 | 1 Carter 4-bbl | 325 @ 4800 | 425 @ 2800 | 4-speed (1.00-1.39-1.91-2.65) | 3.23 | 7.75–14 | 116.0 | 59.5 | 58.5 | 200.5 | 76.4 | 55.0 | 3536 |
| Belvedere | V-8 | 383 | 4.25 x 3.38 | 10.0 | 1 Carter 4-bbl | 325 @ 4800 | 425 @ 2800 | TorqueFlite 3-speed auto. | 3.23 (2.94) | 7.75–14 | 116.0 | 59.5 | 58.5 | 200.5 | 76.4 | 55.0 | 3489 |
| Belvedere | V-8 | 426(H) | 4.25 x 3.75 | 10.2 | 2 Carter 4-bbl | 425 @ 5000 | 490 @ 4000 | 4-speed (1.00-1.39-1.90-2.65) | 3.54 | 7.75–14 | 116.0 | 59.5 | 58.5 | 200.5 | 76.4 | 55.0 | 3935 |
| Belvedere | V-8 | 426(H) | 4.25 x 3.75 | 10.2 | 2 Carter 4-bbl | 425 @ 5000 | 490 @ 4000 | TorqueFlite 3-speed auto. | 3.23 | 7.75–14 | 116.0 | 59.5 | 58.5 | 200.5 | 76.4 | 55.0 | 3838 |
| Fury | V-8 | 383 | 4.25 x 3.38 | 9.2 | 1 Ball and Ball 2-bbl | 270 @ 4400 | 380 @ 2800 | 3-speed (1.00-1.49-2.55) | 3.23 | 8.25–14 | 119.0 | 62.0 | 60.7 | 213.1 | 77.7 | 55.0 | 3858 |
| Fury | V-8 | 383 | 4.25 x 3.38 | 9.2 | 1 Stromberg 2-bbl | 270 @ 4400 | 380 @ 2800 | TorqueFlite 3-speed auto. | 2.76 (3.23) | 8.25–14 | 119.0 | 62.0 | 60.7 | 213.1 | 77.7 | 55.0 | 3851 |
| Fury | V-8 | 383 | 4.25 x 3.38 | 9.2 | 1 Carter 4-bbl | 325 @ 4800 | 425 @ 2800 | 3-speed (1.00-1.49-2.55) | 3.23 | 8.25–14 | 119.0 | 62.0 | 60.7 | 213.1 | 77.7 | 55.0 | 3896 |
| Fury | V-8 | 383 | 4.25 x 3.38 | 9.2 | 1 Carter 4-bbl | 325 @ 4800 | 425 @ 2800 | 4-speed (1.00-1.39-1.91-2.66) | 3.23 | 8.25–14 | 119.0 | 62.0 | 60.7 | 213.1 | 77.7 | 55.0 | 3940 |
| Fury | V-8 | 383 | 4.25 x 3.38 | 9.2 | 1 Carter 4-bbl | 325 @ 4800 | 425 @ 2800 | TorqueFlite 3-speed auto. | 3.23 (2.76) | 8.25–14 | 119.0 | 62.0 | 60.7 | 213.1 | 77.7 | 55.0 | 3933 |
| Fury | V-8 | 440 | 4.32 x 3.75 | 10.1 | 1 Carter 4-bbl | 375 @ 4600 | 480 @ 3200 | TorqueFlite 3-speed auto. | 3.23 (2.76) | 8.25–14 | 119.0 | 62.0 | 60.7 | 213.1 | 77.7 | 55.0 | 3985 |
| Fury | V-8 | 440 | 4.32 x 3.75 | 10.1 | 1 Carter 4-bbl | 375 @ 4600 | 480 @ 3200 | 4-speed (1.00-1.39-1.90-2.65) | 3.31 | 8.25–14 | 119.0 | 62.0 | 60.7 | 213.1 | 77.7 | 55.0 | 4034 |
| Fury | 6-in-line | 225 | 3.40 x 4.12 | 8.4 | 1 Holley 1-bbl | 145 @ 4000 | 215 @ 2400 | 3-speed (1.00-1.83-2.95) | 3.23 (3.55) | 7.75–14 | 119.0 | 62.0 | 60.7 | 213.1 | 77.7 | 55.0 | 3605 |
| Fury | 6-in-line | 225 | 3.40 x 4.12 | 8.4 | 1 Holley 1-bbl | 145 @ 4000 | 215 @ 2400 | TorqueFlite 3-speed auto. | 3.23 (2.94) | 7.75–14 | 119.0 | 62.0 | 60.7 | 213.1 | 77.7 | 55.0 | 3632 |
| Fury | V-8 | 318 | 3.91 x 3.31 | 9.2 | 1 Stromberg 2-bbl | 230 @ 4400 | 340 @ 2400 | 3-speed (1.00-1.76-3.02) | 3.23 (3.55) | 7.75–14 | 119.0 | 62.0 | 60.7 | 213.1 | 77.7 | 55.0 | 3550 |
| Fury | V-8 | 318 | 3.91 x 3.31 | 9.2 | 1 Stromberg 2-bbl | 230 @ 4400 | 340 @ 2400 | TorqueFlite 3-speed auto. | 2.94 (3.23) | 7.75–14 | 119.0 | 62.0 | 60.7 | 213.1 | 77.7 | 55.0 | 3548 |
| Valiant | 6-in-line | 170 | 3.40 x 3.12 | 8.5 | 1 Ball and Ball 1-bbl | 115 @ 4400 | 155 @ 2400 | 3-speed (1.00-1.82-3.22) | 3.23 (2.93) | 6.50–13 | 108.0 | 57.4 | 55.6 | 188.4 | 71.1 | 53.6 | 2780 |
| Valiant | 6-in-line | 170 | 3.40 x 3.12 | 8.5 | 1 Ball and Ball 1-bbl | 115 @ 4400 | 155 @ 2400 | TorqueFlite 3-speed auto. | 2.76 (3.23) | 6.50–13 | 108.0 | 57.4 | 55.6 | 188.4 | 71.1 | 53.6 | 2810 |
| Valiant | 6-in-line | 225 | 3.40 x 4.12 | 8.4 | 1 Holley 1-bbl | 145 @ 4000 | 215 @ 2400 | 3-speed (1.00-1.83-2.95) | 3.23 (3.55) | 6.50–13 | 108.0 | 57.4 | 55.6 | 188.4 | 71.1 | 53.6 | 2820 |
| Valiant | 6-in-line | 225 | 3.40 x 4.12 | 8.4 | 1 Holley 1-bbl | 145 @ 4000 | 215 @ 2400 | TorqueFlite 3-speed auto. | 2.93 (3.23) | 6.50–13 | 108.0 | 57.4 | 55.6 | 188.4 | 71.1 | 53.6 | 2850 |
| Valiant | V-8 | 273 | 3.63 x 3.31 | 8.8 | 1 Ball and Ball 2-bbl | 180 @ 4200 | 260 @ 1600 | 3-speed (1.00-1.76-3.02) | 2.93 (3.23) | 7.00–13 | 108.0 | 57.4 | 55.6 | 188.4 | 71.1 | 53.6 | 2975 |
| Valiant | V-8 | 273 | 3.63 x 3.31 | 8.8 | 1 Ball and Ball 2-bbl | 180 @ 4200 | 260 @ 1600 | 4-speed (1.00-1.39-1.91-2.66) | 3.23 (3.55) | 7.00–13 | 108.0 | 57.4 | 55.6 | 188.4 | 71.1 | 53.6 | 3016 |
| Valiant | V-8 | 273 | 3.63 x 3.31 | 8.8 | 1 Ball and Ball 2-bbl | 180 @ 4200 | 260 @ 1600 | TorqueFlite 3-speed auto. | 2.93 | 7.00–13 | 108.0 | 57.4 | 55.6 | 188.4 | 71.1 | 53.6 | 2969 |
| Valiant | V-8 | 273 | 3.63 x 3.31 | 10.5 | 1 Carter 4-bbl | 235 @ 5200 | 280 @ 4000 | 4-speed (1.00-1.39-1.91-2.66) | 3.23 (3.55) | 7.00–13 | 108.0 | 57.4 | 55.6 | 188.4 | 71.1 | 53.6 | 3071 |
| Valiant | V-8 | 273 | 3.63 x 3.31 | 10.5 | 1 Carter 4-bbl | 235 @ 5200 | 280 @ 4000 | TorqueFlite 3-speed auto. | 3.23 (2.93) | 7.00–13 | 108.0 | 57.4 | 55.6 | 188.4 | 71.1 | 53.6 | 2981 |
| **PONTIAC** | | | | | | | | | | | | | | | | | |
| Catalina | V-8 | 400 | 4.12 x 3.75 | 8.6 | 1 Rochester 2-bbl | 265 @ 4600 | 397 @ 2400 | 3-speed (1.00-1.61-2.42) | 3.23 (3.08) | 8.55–14 | 121.0 | 63.0 | 64.0 | 215.6 | 79.7 | 55.3 | NA |
| Catalina | V-8 | 400 | 4.12 x 3.75 | 8.6 | 1 Rochester 2-bbl | 265 @ 4600 | 397 @ 2400 | 4-speed (1.00-1.46-1.88-2.52) | 3.23 (3.08) | 8.55–14 | 121.0 | 63.0 | 64.0 | 215.6 | 79.7 | 55.3 | NA |
| Catalina | V-8 | 400 | 4.12 x 3.75 | 8.6 | 1 Rochester 2-bbl | 265 @ 4600 | 397 @ 2400 | Turbo Hydra-Matic 3-speed auto. | 2.41 | 8.55–14 | 121.0 | 63.0 | 64.0 | 215.6 | 79.7 | 55.3 | NA |
| Catalina | V-8 | 400 | 4.12 x 3.75 | 10.5 | 1 Rochester 4-bbl | 333 @ 5000 | 445 @ 3000 | 3-speed (1.00-1.61-2.42) | 3.23 | 8.55–14 | 121.0 | 63.0 | 64.0 | 215.6 | 79.7 | 55.3 | NA |
| Catalina | V-8 | 400 | 4.12 x 3.75 | 10.5 | 1 Rochester 4-bbl | 333 @ 5000 | 445 @ 3000 | 4-speed (1.00-1.46-1.88-2.52) | 3.23 | 8.55–14 | 121.0 | 63.0 | 64.0 | 215.6 | 79.7 | 55.3 | NA |
| Catalina | V-8 | 400 | 4.12 x 3.75 | 10.5 | 1 Rochester 4-bbl | 325 @ 4800 | 445 @ 2900 | Turbo Hydra-Matic 3-speed auto. | 2.56 (2.41) | 8.55–14 | 121.0 | 63.0 | 64.0 | 215.6 | 79.7 | 55.3 | NA |
| Catalina | V-8 | 400 | 4.12 x 3.75 | 10.5 | 1 Rochester 2-bbl | 290 @ 4600 | 428 @ 2500 | Turbo Hydra-Matic 3-speed auto. | 2.29 (2.73) | 8.55–14 | 121.0 | 63.0 | 64.0 | 215.6 | 79.7 | 55.3 | NA |
| Catalina | V-8 | 428 | 4.12 x 4.00 | 10.5 | 1 Rochester 4-bbl | 360 @ 4600 | 472 @ 3200 | 3-speed (1.00-1.61-2.42) | 3.23 | 8.55–14 | 121.0 | 63.0 | 64.0 | 215.6 | 79.7 | 55.3 | NA |
| Catalina | V-8 | 428 | 4.12 x 4.00 | 10.5 | 1 Rochester 4-bbl | 360 @ 4600 | 472 @ 3200 | 4-speed (1.00-1.46-1.88-2.52) | 3.23 | 8.55–14 | 121.0 | 63.0 | 64.0 | 215.6 | 79.7 | 55.3 | NA |
| Catalina | V-8 | 428 | 4.12 x 4.00 | 10.5 | 1 Rochester 4-bbl | 360 @ 4600 | 472 @ 3200 | Turbo Hydra-Matic 3-speed auto. | 3.08 (2.56) | 8.55–14 | 121.0 | 63.0 | 64.0 | 215.6 | 79.7 | 55.3 | NA |
| Catalina | V-8 | 428 | 4.12 x 4.00 | 10.7 | 1 Rochester 4-bbl | 376 @ 5100 | 462 @ 3400 | 3-speed (1.00-1.61-2.42) | 3.42 | 8.55–14 | 121.0 | 63.0 | 64.0 | 215.6 | 79.7 | 55.3 | NA |
| Catalina | V-8 | 428 | 4.12 x 4.00 | 10.7 | 1 Rochester 4-bbl | 376 @ 5100 | 462 @ 3400 | 4-speed (1.00-1.46-1.88-2.52) | 3.42 | 8.55–14 | 121.0 | 63.0 | 64.0 | 215.6 | 79.7 | 55.3 | NA |
| Catalina | V-8 | 428 | 4.12 x 4.00 | 10.7 | 1 Rochester 4-bbl | 376 @ 5100 | 462 @ 3400 | CR 4-speed (1.00-1.28-1.64-2.20) | 3.42 | 8.55–14 | 121.0 | 63.0 | 64.0 | 215.6 | 79.7 | 55.3 | NA |
| Catalina | V-8 | 428 | 4.12 x 4.00 | 10.7 | 1 Rochester 4-bbl | 376 @ 5100 | 462 @ 3400 | Turbo Hydra-Matic 3-speed auto. | 3.42 | 8.55–14 | 121.0 | 63.0 | 64.0 | 215.6 | 79.7 | 55.3 | NA |
| Bonneville | V-8 | 400 | 4.12 x 3.75 | 10.5 | 1 Rochester 4-bbl | 333 @ 5000 | 445 @ 3000 | 3-speed (1.00-1.61-2.42) | 3.23 (3.08) | 8.55–14 | 124.0 | 63.0 | 64.0 | 222.6 | 79.7 | 54.6 | NA |
| Bonneville | V-8 | 400 | 4.12 x 3.75 | 10.5 | 1 Rochester 4-bbl | 333 @ 5000 | 445 @ 3000 | 4-speed (1.00-1.46-1.88-2.52) | 3.23 (3.08) | 8.55–14 | 124.0 | 63.0 | 64.0 | 222.6 | 79.7 | 54.6 | NA |
| Bonneville | V-8 | 400 | 4.12 x 3.75 | 10.5 | 1 Rochester 4-bbl | 325 @ 4800 | 445 @ 2900 | Turbo Hydra-Matic 3-speed auto. | 2.73 (2.41) | 8.55–14 | 124.0 | 63.0 | 64.0 | 222.6 | 79.7 | 54.6 | NA |
| Bonneville | V-8 | 428 | 4.12 x 4.00 | 10.5 | 1 Rochester 4-bbl | 360 @ 4600 | 472 @ 3200 | 3-speed (1.00-1.61-2.42) | 3.23 | 8.55–14 | 124.0 | 63.0 | 64.0 | 222.6 | 79.7 | 54.6 | NA |
| Bonneville | V-8 | 428 | 4.12 x 4.00 | 10.5 | 1 Rochester 4-bbl | 360 @ 4600 | 472 @ 3200 | 4-speed (1.00-1.46-1.88-2.52) | 3.23 | 8.55–14 | 124.0 | 63.0 | 64.0 | 222.6 | 79.7 | 54.6 | NA |
| Bonneville | V-8 | 428 | 4.12 x 4.00 | 10.5 | 1 Rochester 4-bbl | 360 @ 4600 | 472 @ 3200 | Turbo Hydra-Matic 3-speed auto. | 3.08 (2.56) | 8.55–14 | 124.0 | 63.0 | 64.0 | 222.6 | 79.7 | 54.6 | NA |
| Bonneville | V-8 | 428 | 4.12 x 4.00 | 10.7 | 1 Rochester 4-bbl | 376 @ 5100 | 462 @ 3400 | 3-speed (1.00-1.61-2.42) | 3.42 | 8.55–14 | 124.0 | 63.0 | 64.0 | 222.6 | 79.7 | 54.6 | NA |
| Bonneville | V-8 | 428 | 4.12 x 4.00 | 10.7 | 1 Rochester 4-bbl | 376 @ 5100 | 462 @ 3400 | 4-speed (1.00-1.46-1.88-2.52) | 3.42 | 8.55–14 | 124.0 | 63.0 | 64.0 | 222.6 | 79.7 | 54.6 | NA |
| Bonneville | V-8 | 428 | 4.12 x 4.00 | 10.7 | 1 Rochester 4-bbl | 376 @ 5100 | 462 @ 3400 | CR 4-speed (1.00-1.28-1.64-2.20) | 3.42 | 8.55–14 | 124.0 | 63.0 | 64.0 | 222.6 | 79.7 | 54.6 | NA |
| Bonneville | V-8 | 428 | 4.12 x 4.00 | 10.7 | 1 Rochester 4-bbl | 376 @ 5100 | 462 @ 3400 | Turbo Hydra-Matic 3-speed auto. | 3.42 | 8.55–14 | 124.0 | 63.0 | 64.0 | 222.6 | 79.7 | 54.6 | NA |
| GTO | V-8 | 400 | 4.12 x 3.75 | 10.7 | 1 Rochester 4-bbl | 335 @ 5000 | 441 @ 3400 | 3-speed (1.00-1.68-2.85) | 3.55 | F70–14 | 115.0 | 58.0 | 59.0 | 206.6 | 74.7 | 53.7 | NA |
| GTO | V-8 | 400 | 4.12 x 3.75 | 10.7 | 1 Rochester 4-bbl | 335 @ 5000 | 441 @ 3400 | HD 3-speed (1.00-1.61-2.42) | 3.55 | F70–14 | 115.0 | 58.0 | 59.0 | 206.6 | 74.7 | 53.7 | NA |
| GTO | V-8 | 400 | 4.12 x 3.75 | 10.7 | 1 Rochester 4-bbl | 335 @ 5000 | 441 @ 3400 | 4-speed (1.00-1.46-1.88-2.52) | 3.55 | F70–14 | 115.0 | 58.0 | 59.0 | 206.6 | 74.7 | 53.7 | NA |
| GTO | V-8 | 400 | 4.12 x 3.75 | 10.7 | 1 Rochester 4-bbl | 335 @ 5000 | 441 @ 3400 | CR 4-speed (1.00-1.28-1.64-2.20) | 3.55 | F70–14 | 115.0 | 58.0 | 59.0 | 206.6 | 74.7 | 53.7 | NA |
| GTO | V-8 | 400 | 4.12 x 3.75 | 10.7 | 1 Rochester 4-bbl | 335 @ 5000 | 441 @ 3400 | Turbo Hydra-Matic 3-speed auto. | 3.36 | F70–14 | 115.0 | 58.0 | 59.0 | 206.6 | 74.7 | 53.7 | NA |
| GTO | V-8 | 400 | 4.12 x 3.75 | 10.7 | 1 Rochester 4-bbl | 360 @ 5100 | 438 @ 3600 | 3-speed (1.00-1.68-2.85) | 3.55 | F70–14 | 115.0 | 58.0 | 59.0 | 206.6 | 74.7 | 53.7 | NA |
| GTO | V-8 | 400 | 4.12 x 3.75 | 10.7 | 1 Rochester 4-bbl | 360 @ 5100 | 438 @ 3600 | HD 3-speed (1.00-1.61-2.42) | 3.55 | F70–14 | 115.0 | 58.0 | 59.0 | 206.6 | 74.7 | 53.7 | NA |
| GTO | V-8 | 400 | 4.12 x 3.75 | 10.7 | 1 Rochester 4-bbl | 360 @ 5100 | 438 @ 3600 | 4-speed (1.00-1.46-1.88-2.52) | 3.55 | F70–14 | 115.0 | 58.0 | 59.0 | 206.6 | 74.7 | 53.7 | NA |
| GTO | V-8 | 400 | 4.12 x 3.75 | 10.7 | 1 Rochester 4-bbl | 360 @ 5100 | 438 @ 3600 | CR 4-speed (1.00-1.28-1.64-2.20) | 3.55 | F70–14 | 115.0 | 58.0 | 59.0 | 206.6 | 74.7 | 53.7 | NA |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GTO | | V-8 | 400 | 4.12 x 3.75 | 10.7 | 1 Rochester 4-bbl | 360 @ 5100 | 438 @ 3600 | Turbo Hydra-Matic 3-speed auto. | 3.55 | F70-14 | 115.0 | 58.0 | 59.0 | 206.6 | 74.7 | 53.7 | NA |
| GTO | | V-8 | 400 | 4.12 x 3.75 | 8.6 | 1 Rochester 2-bbl | 255 @ 4400 | 397 @ 2400 | Turbo Hydra-Matic 3-speed auto. | 3.36 | F70-14 | 115.0 | 58.0 | 59.0 | 206.6 | 74.7 | 53.7 | NA |
| Tempest | | 6-in-line | 230 | 3.87 x 3.24 | 9.0 (Sc) | 1 Rochester 1-bbl | 165 @ 4700 | 216 @ 2600 | 3-speed (1.00-1.68-2.85) | 3.08 (3.36) | 7.75-14 | 115.0 | 58.0 | 59.0 | 206.6 | 74.4 | 55.0 | NA |
| Tempest | | 6-in-line | 230 | 3.87 x 3.24 | 9.0 (Sc) | 1 Rochester 1-bbl | 165 @ 4700 | 216 @ 2600 | Powerglide 2-speed automatic | 2.56 (2.93) | 7.75-14 | 115.0 | 58.0 | 59.0 | 206.6 | 74.4 | 55.0 | NA |
| Tempest | | V-8 | 326 | 3.71 x 3.74 | 9.2 | 1 Carter 2-bbl | 250 @ 4600 | 333 @ 2800 | 3-speed (1.00-1.68-2.85) | 3.23 (3.08) | 7.75-14 | 115.0 | 58.0 | 59.0 | 206.6 | 74.4 | 55.0 | NA |
| Tempest | | V-8 | 326 | 3.71 x 3.74 | 9.2 | 1 Carter 2-bbl | 250 @ 4600 | 333 @ 2800 | 4-speed (1.00-1.46-1.88-2.52) | 3.23 (3.08) | 7.75-14 | 115.0 | 58.0 | 59.0 | 206.6 | 74.4 | 55.0 | NA |
| Tempest | | V-8 | 326 | 3.71 x 3.74 | 9.2 | 1 Carter 2-bbl | 250 @ 4600 | 333 @ 2800 | Powerglide 2-speed automatic | 2.56 (2.93) | 7.75-14 | 115.0 | 58.0 | 59.0 | 206.6 | 74.4 | 55.0 | NA |
| Tempest | | V-8 | 326 | 3.71 x 3.74 | 10.5 | 1 Carter 4-bbl | 285 @ 5000 | 359 @ 3200 | 3-speed (1.00-1.68-2.85) | 3.36 (3.23) | 7.75-14 | 115.0 | 58.0 | 59.0 | 206.6 | 74.4 | 55.0 | NA |
| Tempest | | V-8 | 326 | 3.71 x 3.74 | 10.5 | 1 Carter 4-bbl | 285 @ 5000 | 359 @ 3200 | 4-speed (1.00-1.46-1.88-2.52) | 3.36 (3.23) | 7.75-14 | 115.0 | 58.0 | 59.0 | 206.6 | 74.4 | 55.0 | NA |
| Tempest | | V-8 | 326 | 3.71 x 3.74 | 10.5 | 1 Carter 4-bbl | 285 @ 5000 | 359 @ 3200 | Turbo Hydra-Matic 3-speed auto. | 3.23 | 7.75-14 | 115.0 | 58.0 | 59.0 | 206.6 | 74.4 | 55.0 | NA |
| Tempest | | 6-in-line | 230 | 3.87 x 3.24 | 10.5 (Sc) | 1 Rochester 4-bbl | 215 @ 5000 | 240 @ 3800 | 3-speed (1.00-1.68-2.85) | 3.55 | 7.75-14 | 115.0 | 58.0 | 59.0 | 206.6 | 74.4 | 55.0 | NA |
| Tempest | | 6-in-line | 230 | 3.87 x 3.24 | 10.5 (Sc) | 1 Rochester 4-bbl | 215 @ 5000 | 240 @ 3800 | 4-speed (1.00-1.46-1.88-2.52) | 3.55 | 7.75-14 | 115.0 | 58.0 | 59.0 | 206.6 | 74.4 | 55.0 | NA |
| Tempest | | 6-in-line | 230 | 3.87 x 3.24 | 10.5 (Sc) | 1 Rochester 4-bbl | 215 @ 5000 | 240 @ 3800 | Powerglide 2-speed automatic | 3.23 (3.55) | 7.75-14 | 115.0 | 58.0 | 59.0 | 206.6 | 74.4 | 55.0 | NA |
| **RAMBLER** | | | | | | | | | | | | | | | | | | | |
| American | | 6-in-line | 199 | 3.75 x 3.00 | 8.5 | 1 Holley 1-bbl | 128 @ 4400 | 182 @ 1600 | 3-speed (1.00-1.63-2.61) | 3.08 (3.31) | 6.45-14 | 106.0 | 56.0 | 56.0 | 181.0 | 70.8 | 54.5 | 2602 |
| American | | 6-in-line | 199 | 3.75 x 3.00 | 8.5 | 1 Holley 1-bbl | 128 @ 4400 | 182 @ 1600 | 3-speed + OD (0.70-1.00-1.91-2.61) | 3.31 (3.08) | 6.45-14 | 106.0 | 56.0 | 56.0 | 181.0 | 70.8 | 54.5 | 2629 |
| American | | 6-in-line | 199 | 3.75 x 3.00 | 8.5 | 1 Holley 1-bbl | 128 @ 4400 | 182 @ 1600 | Flash-O-Matic 3-speed auto. | 2.73 (3.08) | 6.45-14 | 106.0 | 56.0 | 56.0 | 181.0 | 70.8 | 54.5 | 2629 |
| American | | 6-in-line | 232 | 3.75 x 3.50 | 8.5 | 1 Holley 1-bbl | 145 @ 4300 | 215 @ 1600 | 3-speed (1.00-1.63-2.61) | 3.08 (3.31) | 6.45-14 | 106.0 | 56.0 | 56.0 | 181.0 | 70.8 | 54.5 | 2602 |
| American | | 6-in-line | 232 | 3.75 x 3.50 | 8.5 | 1 Holley 1-bbl | 145 @ 4300 | 215 @ 1600 | 3-speed + OD (0.70-1.00-1.91-2.61) | 3.31 (3.08) | 6.45-14 | 106.0 | 56.0 | 56.0 | 181.0 | 70.8 | 54.5 | 2602 |
| American | | 6-in-line | 232 | 3.75 x 3.50 | 8.5 | 1 Holley 1-bbl | 145 @ 4300 | 215 @ 1600 | Flash-O-Matic 3-speed auto. | 3.08 (2.73) | 6.45-14 | 106.0 | 56.0 | 56.0 | 181.0 | 70.8 | 54.5 | 2629 |
| American | | 6-in-line | 232 | 3.75 x 3.50 | 8.5 | 1 Carter 2-bbl | 155 @ 4400 | 222 @ 1600 | 3-speed (1.00-1.63-2.61) | 3.08 (3.31) | 6.45-14 | 106.0 | 56.0 | 56.0 | 181.0 | 70.8 | 54.5 | 2629 |
| American | | 6-in-line | 232 | 3.75 x 3.50 | 8.5 | 1 Carter 2-bbl | 155 @ 4400 | 222 @ 1600 | 3-speed + OD (0.70-1.00-1.91-2.61) | 3.31 (3.08) | 6.45-14 | 106.0 | 56.0 | 56.0 | 181.0 | 70.8 | 54.5 | 2602 |
| American | | 6-in-line | 232 | 3.75 x 3.50 | 8.5 | 1 Carter 2-bbl | 155 @ 4400 | 222 @ 1600 | Flash-O-Matic 3-speed auto. | 3.08 (2.73) | 6.45-14 | 106.0 | 56.0 | 56.0 | 181.0 | 70.8 | 54.5 | 2629 |
| American | | V-8 | 290 | 3.75 x 3.28 | 9.0 | 1 Holley 2-bbl | 200 @ 4600 | 285 @ 2800 | 3-speed (1.00-1.63-2.61) | 3.15 | 7.45-14 | 106.0 | 56.0 | 56.0 | 181.0 | 70.8 | 54.5 | 2629 |
| American | | V-8 | 290 | 3.75 x 3.28 | 9.0 | 1 Holley 2-bbl | 200 @ 4600 | 285 @ 2800 | 4-speed (1.00-1.60-2.10-2.64) | 3.15 (3.54) | 7.45-14 | 106.0 | 56.0 | 56.0 | 181.0 | 70.8 | 54.5 | 2861 |
| American | | V-8 | 290 | 3.75 x 3.28 | 9.0 | 1 Holley 2-bbl | 200 @ 4600 | 285 @ 2800 | Flash-O-Matic 3-speed auto. | 3.15 (2.87) | 7.45-14 | 106.0 | 56.0 | 56.0 | 181.0 | 70.8 | 54.5 | 2391 |
| American | | V-8 | 290 | 3.75 x 3.28 | 10.0 | 1 Carter 4-bbl | 225 @ 4700 | 300 @ 3200 | 3-speed (1.00-1.63-2.61) | 3.15 | 7.45-14 | 106.0 | 56.0 | 56.0 | 181.0 | 70.8 | 54.5 | 2878 |
| American | | V-8 | 290 | 3.75 x 3.28 | 10.0 | 1 Carter 4-bbl | 225 @ 4700 | 300 @ 3200 | 4-speed (1.00-1.61-2.10-2.64) | 3.15 (3.54) | 7.45-14 | 106.0 | 56.0 | 56.0 | 181.0 | 70.8 | 54.5 | 2861 |
| Rebel | | 6-in-line | 232 | 3.75 x 3.50 | 8.5 | 1 Holley 1-bbl | 145 @ 4300 | 215 @ 1600 | 3-speed (1.00-1.83-2.57) | 3.15 | 7.35-14 | 114.0 | 58.2 | 58.5 | 197.0 | 78.3 | 53.3 | 2878 |
| Rebel | | 6-in-line | 232 | 3.75 x 3.50 | 8.5 | 1 Holley 1-bbl | 145 @ 4300 | 215 @ 1600 | 3-speed + OD (0.70-1.00-1.83-2.57) | 3.54 | 7.35-14 | 114.0 | 58.2 | 58.5 | 197.0 | 78.3 | 53.3 | 3061 |
| Rebel | | 6-in-line | 232 | 3.75 x 3.50 | 8.5 | 1 Holley 1-bbl | 145 @ 4300 | 215 @ 1600 | Flash-O-Matic 3-speed auto. | 3.15 | 7.35-14 | 114.0 | 58.2 | 58.5 | 197.0 | 78.3 | 53.3 | 3091 |
| Rebel | | 6-in-line | 232 | 3.75 x 3.50 | 8.5 | 1 Carter 2-bbl | 155 @ 4400 | 222 @ 1600 | 3-speed (1.00-1.83-2.57) | 3.15 | 7.35-14 | 114.0 | 58.2 | 58.5 | 197.0 | 78.3 | 53.3 | 3081 |
| Rebel | | 6-in-line | 232 | 3.75 x 3.50 | 8.5 | 1 Carter 2-bbl | 155 @ 4400 | 222 @ 1600 | 3-speed + OD (0.70-1...-1.83-2.57) | 3.54 | 7.35-14 | 114.0 | 58.2 | 58.5 | 197.0 | 78.3 | 53.3 | 3061 |
| Rebel | | 6-in-line | 232 | 3.75 x 3.50 | 8.5 | 1 Carter 2-bbl | 155 @ 4400 | 222 @ 1600 | Flash-O-Matic | 3.15 | 7.35-14 | 114.0 | 58.2 | 58.5 | 197.0 | 78.3 | 53.3 | 3081 |
| Rebel | | V-8 | 290 | 3.75 x 3.28 | 9.0 | 1 Holley 2-bbl | 200 @ 4600 | 285 @ 2800 | 3-speed (1.00-1.83-2.57) | 3.15 (3.54) | 7.35-14 | 114.0 | 58.6 | 58.5 | 197.0 | 78.3 | 53.3 | 3091 |
| Rebel | | V-8 | 290 | 3.75 x 3.28 | 9.0 | 1 Holley 2-bbl | 200 @ 4600 | 285 @ 2800 | 3-speed + OD (0.70-1.00-1.83-2.57) | 3.54 | 7.35-14 | 114.0 | 58.6 | 58.5 | 197.0 | 78.3 | 53.3 | 3081 |
| Rebel | | V-8 | 290 | 3.75 x 3.28 | 9.0 | 1 Holley 2-bbl | 200 @ 4600 | 285 @ 2800 | 4-speed (1.00-1.60-2.10-2.64) | 3.15-3.54 | 7.35-14 | 114.0 | 58.6 | 58.5 | 197.0 | 78.3 | 53.3 | 3282 |
| Rebel | | V-8 | 290 | 3.75 x 3.28 | 9.0 | 1 Holley 2-bbl | 200 @ 4600 | 285 @ 2800 | Flash-O-Matic 3-speed auto. | 3.15 (2.87) | 7.35-14 | 114.0 | 58.6 | 58.5 | 197.0 | 78.3 | 53.3 | 3260 |
| Rebel | | V-8 | 343 | 4.08 x 3.28 | 10.2 | 1 Carter 4-bbl | 280 @ 4800 | 365 @ 3000 | 4-speed (1.00-1.60-2.10-2.64) | 3.15 (2.87) | 7.35-14 | 114.0 | 58.6 | 58.5 | 197.0 | 78.3 | 53.3 | 3334 |
| Rebel | | V-8 | 343 | 4.08 x 3.28 | 10.2 | 1 Carter 4-bbl | 280 @ 4800 | 365 @ 3000 | Flash-O-Matic 3-speed auto. | 3.15 (3.54) | 7.35-14 | 114.0 | 58.6 | 58.5 | 197.0 | 78.3 | 53.3 | 3340 |
| Rebel | | V-8 | 343 | 4.08 x 3.28 | 9.0 | 1 Holley 2-bbl | 235 @ 4600 | 345 @ 2600 | Flash-O-Matic 3-speed auto. | 3.15 (3.54) | 7.35-14 | 114.0 | 58.6 | 58.5 | 197.0 | 78.3 | 53.3 | 3340 |
| Ambassador | | 6-in-line | 232 | 3.75 x 3.50 | 8.5 | 1 Holley 1-bbl | 145 @ 4300 | 215 @ 1600 | 3-speed | 3.15 | 7.75-14 | 118.0 | 58.6 | 58.5 | 202.5 | 78.4 | 53.6 | 3156 |
| Ambassador | | 6-in-line | 232 | 3.75 x 3.50 | 8.5 | 1 Holley 1-bbl | 145 @ 4300 | 215 @ 1600 | 3-speed + OD (0.70-1.00-1.83-2.57) | 3.54 | 7.75-14 | 118.0 | 58.6 | 58.5 | 202.5 | 78.4 | 53.6 | 3186 |
| Ambassador | | 6-in-line | 232 | 3.75 x 3.50 | 8.5 | 1 Holley 1-bbl | 145 @ 4300 | 215 @ 1600 | Flash-O-Matic 3-speed auto. | 3.15 | 7.75-14 | 118.0 | 58.6 | 58.5 | 202.5 | 78.4 | 53.6 | 3176 |
| Ambassador | | 6-in-line | 232 | 3.75 x 3.50 | 8.5 | 1 Carter 2-bbl | 155 @ 4400 | 222 @ 1600 | 3-speed | 3.15 | 7.75-14 | 118.0 | 58.6 | 58.5 | 202.5 | 78.4 | 53.6 | 3156 |
| Ambassador | | 6-in-line | 232 | 3.75 x 3.50 | 8.5 | 1 Carter 2-bbl | 155 @ 4400 | 222 @ 1600 | 3-speed + OD (0.70-1.00-1.83-2.57) | 3.54 | 7.75-14 | 118.0 | 58.6 | 58.5 | 202.5 | 78.4 | 53.6 | 3186 |
| Ambassador | | 6-in-line | 232 | 3.75 x 3.50 | 8.5 | 1 Carter 2-bbl | 155 @ 4400 | 222 @ 1600 | Flash-O-Matic | 3.15 | 7.75-14 | 118.0 | 58.6 | 58.5 | 202.5 | 78.4 | 53.6 | 3176 |
| Ambassador | | V-8 | 290 | 3.75 x 3.28 | 9.0 | 1 Holley 2-bbl | 200 @ 4600 | 285 @ 2800 | 3-speed | 3.15 (3.54) | 7.75-14 | 118.0 | 58.6 | 58.5 | 202.5 | 78.4 | 53.6 | 3316 |
| Ambassador | | V-8 | 290 | 3.75 x 3.28 | 9.0 | 1 Holley 2-bbl | 200 @ 4600 | 285 @ 2800 | 3-speed + OD (0.70-1.00-1.83-2.57) | 3.54 | 7.75-14 | 118.0 | 58.6 | 58.5 | 202.5 | 78.4 | 53.6 | 3346 |
| Ambassador | | V-8 | 290 | 3.75 x 3.28 | 9.0 | 1 Holley 2-bbl | 200 @ 4600 | 285 @ 2800 | 4-speed (1.00-1.60-2.10-2.64) | 3.15 (3.54) | 7.75-14 | 118.0 | 58.6 | 58.5 | 202.5 | 78.4 | 53.6 | 3346 |
| Ambassador | | V-8 | 290 | 3.75 x 3.28 | 9.0 | 1 Holley 2-bbl | 200 @ 4600 | 285 @ 2800 | Flash-O-Matic 3-speed auto. | 3.15 (2.87) | 7.75-14 | 118.0 | 58.6 | 58.5 | 202.5 | 78.4 | 53.6 | 3324 |
| Ambassador | | V-8 | 343 | 4.08 x 3.28 | 10.2 | 1 Carter 4-bbl | 280 @ 4800 | 365 @ 3000 | 4-speed (1.00-1.60-2.10-2.64) | 3.15 (2.87) | 7.75-14 | 118.0 | 58.6 | 58.5 | 202.5 | 78.4 | 53.6 | 3375 |
| Ambassador | | V-8 | 343 | 4.08 x 3.28 | 10.2 | 1 Carter 4-bbl | 280 @ 4800 | 365 @ 3000 | Flash-O-Matic 3-speed auto. | 3.15 (3.54) | 7.75-14 | 118.0 | 58.6 | 58.5 | 202.5 | 78.4 | 53.6 | 3346 |
| **SHELBY AMERICAN** | | | | | | | | | | | | | | | | | | | |
| Cobra | (Fo) | V-8 | 427 | 4.24 x 3.78 | 10.4 | 2 Holley 4-bbl | 485 @ 6500 | 485 @ 3500 | 4-speed (1.00-1.29-1.69-2.32) (Ft) | 3.54 | 8.15-15 | 90 | 56.0 | 56.0 | 156.0 | 68.0 | 49.0 | 2529 |
| GT 350 | (Fo) | V-8 | 289 | 4.00 x 2.87 | 11.0 | 1 Holley 4-bbl | 306 @ 6000 | 329 @ 4200 | 4-speed (1.00-1.36-1.69-2.32) (Ft) | 3.89 | 7.75-15 | 108.0 | 57.0 | 57.0 | 181.6 | 68.2 | 51.2 | 2884 |
| **YENKO STINGER** | | | | | | | | | | | | | | | | | | | |
| Stage I | (R) | Flat-six (Ac) | 164 (Co) | 3.43 x 2.94 | 8.2 | 4 Rochester 1-bbl | 160 @ 5500 | 180 @ 4000 | 4-speed (1.00-1.47-2.20-3.11) | 3.27 | 7.50-13 | 108.0 | 55.0 | 57.2 | 183.3 | 69.7 | 51.3 | 2153 |
| Stage II | (R) | Flat-six (Ac) | 164 (Co) | 3.43 x 2.94 | 10.0 | 4 Rochester 1-bbl | 190 @ 5500 | 250 @ 4000 | 4-speed (1.00-1.47-2.20-3.11) | 3.55 | 7.50-13 | 108.0 | 55.0 | 57.2 | 183.3 | 69.7 | 51.3 | 2153 |
| Stage III | (R) | Flat-six (Ac) | 164 (Co) | 3.43 x 2.94 | 10.5 | 4 Rochester 1-bbl | 220 @ 6000 | 280 @ 3200 | 4-speed (1.00-1.47-1.88-2.52) | 3.89 | 7.50-14 | 108.0 | 55.0 | 57.2 | 183.3 | 69.7 | 51.3 | 2153 |
| Stage IV | (R) | Flat-six (Ac) | 176 (Co) | 3.56 x 2.94 | 10.5 | 4 Rochester 1-bbl | 240 @ 6000 | 300 @ 3200 | 4-speed (1.00-1.27-1.64-2.20) | 4.11 | 7.50-14 | 108.0 | 55.0 | 57.2 | 183.3 | 69.7 | 51.3 | 2153 |