

WAGON TESTING

THE CHEVROLET, DART, FORD, PLYMOUTH, PONTIAC, RAMBLER

How they haul, How they perform, How they compare



CHEVROLET'S five station wagons carry different names from the sedans but correspond to them in interior and exterior trim. The four-door Nomad tested, for example, is the equivalent of the Impala. Others include two- and four-door versions of the Brookwood, resembling the Biscayne, and four-door versions of the Parkwood and Kingswood, similar to the Bel Air. All are designed to seat six, except the Kingswood, which has a rear-facing third seat to increase passenger capacity to nine.

The Nomad's power train, the 348-cubic-inch Chevrolet V-8 in 250-hp form, Turboglide torque converter transmission and 3.08 axle ratio, was the same as that tested earlier this year in the Impala hardtop and provided the 340-lb. heavier wagon with only slightly less performance. The extra weight slowed the 0-60 figure only eight-tenths of a second to 11.5 seconds.

According to Chevrolet specifications, the Nomad does not have stiffened springs to compensate for the greater weight and higher center of gravity of its wagon body. As a result, high-speed handling is not ideal. The soft coils do not support the car firmly and body sway is quite pronounced.

Cornering causes an almost boat-like sensation. There seems to be a split second's hesitation before the car reacts to a change in steering direction.

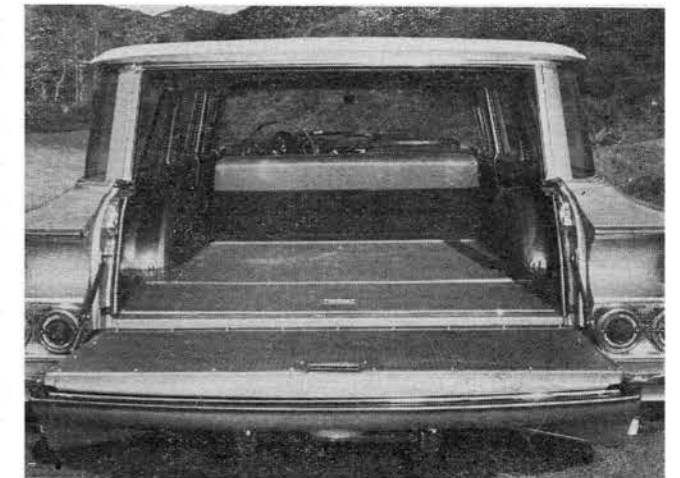
The enclosed cargo capacity of the Nomad is 50 cubic feet with the rear seat in place, 90 cubic feet with it folded. An excellent feature of the seat design is that the cushion does not have to be folded. The back, which is released by a lock on the right side, simply folds flat against it. Not only does this simplify conversion to cargo but it allows greater comfort. The cushion is heavier than usual, with deeper padding, and the erected back fits snugly against it. The usual gap between the two that is characteristic of folding seats has been eliminated.

Also adding to rear seat comfort are deep foot wells for plenty of legroom.

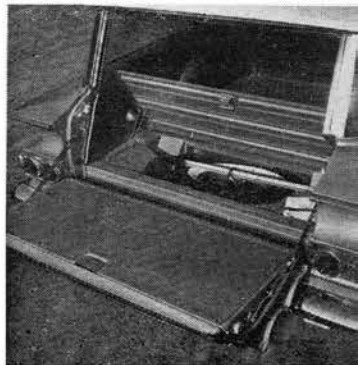
The interior finish is in keeping with the Nomad's status as a luxury wagon. Impala upholstery patterns and materials are used. The floor of the passenger compartment is fully carpeted, though the cargo area has a more serviceable composition material. Rear walls and wheel wells are covered with a vinyl to match the upholstery.

Handling bulky cargo is hindered by a rather small rear opening. The tailgate, incorporating a roll-down window, is a full 20 inches narrower than the cargo compartment, making it difficult to pack efficiently. It is actually easier to handle some awkwardly shaped objects from the sides, where square-cut doors permit easy access. The tailgate opens level with the interior floor so that heavy objects will slide in with little effort.

Basically, the Nomad is a luxury wagon without being too much of one. Its resemblance to the Impala does not limit its utility as a hauling vehicle. •



LOADING the Chevy wagon is hindered by a tailgate opening which is 20 inches narrower than the cargo compartment itself. Spare and tools are stored beneath small door located behind the tailgate.





body-and-frame. Though adapted from the Dodge sedan structure, it is a rugged cargo carrier with one of the largest capacities in the business, 95.8 cubic feet.

The Pioneer wagon is similar in length to a Dodge, four inches longer than a normal Dart. As a result, it is that much more car to maneuver. It is a difference really noticeable, though, only in tight parking situations.

Handling on the highway is up to the expected norm for a Dart or Dodge. The wagon's stiffer springs not only support loads well but provide excellent high-speed stability with possibly even less sway and float than experienced in the sedan.

The Pioneer's 230-hp engine is Chrysler Corporation's smallest, mildest V-8. Geared with a Torqueflite three-speed automatic transmission and 2.93 axle ratio, the 4300-lb. car took 13 seconds to travel from 0-to-60.

Interior trim is remarkably attractive for a wagon next to the lowest priced in such a broad line. The front compartment is patterned after that of the Pioneer sedan, including the higher seat back on the driver's side.

Rear seat comfort, though, is poor. Proper hip support is not possible because of the gap between the cushion and back to allow folding clearances.

To convert to cargo, locks on the rear seat are released from either side. The cushion flips forward and the back drops down to form a flat floor from the back of the front seat to the tailgate. In the Pioneer, a composition material serves as the flooring surface.

Access for cargo is awkward in the forward part of the compartment. The doors are styled for the sedan and not very well shaped for a wagon. Access from the rear is excellent, however.

DART and Dodge wagons can really be regarded as a single line. Both use the same four-door body on a 122-inch wheelbase with important differences limited to standard powerplants and details of finish.

The six-passenger Dart Pioneer V-8 chosen for this report is one of seven wagons offered by Dodge. The other Darts are the six-passenger Seneca and nine-passenger Pioneer while the Dodges are six- and nine-passenger versions of both the Matador and Polara. Engines include either a 225-cubic-inch Six or 318-cubic-inch V-8 in the Seneca and Pioneer, a 361-cubic-inch V-8 in the Matador and a 383-cubic-inch V-8 in the Polara.

An outstanding feature of the line this year is a new unit

FORD station wagons have individual identity, separate from the sedan series. The names and comparative values are more easily recognized from year to year, something that is not true with regular passenger cars. Five separate wagons are available: The Ranch Wagon series offers a two-door and four-door, both six-passenger versions. The Country Sedan is available only as a four-door, with or without the optional third seat. The plush Country Squire, with its simulated wooden trim, is offered only in a four-door, nine-passenger style. Identical engines and power train options are available as those in the sedan line.

The test car was a Country Squire wagon with the 352-cubic-inch V-8 and four-barrel carburetor. Earlier this year MOTOR LIFE tested a Ford Starliner with an identical engine and power train. Comparing the two vehicles is quite fair since the only major engineering differences (outside of the obvious body style changes) between the sedan and the wagon are almost insignificant. The brake shoes are one-half inch wider, the stabilizer bar in front is slightly heavier and the spring rate has been increased in the rear.

When accelerating, the wagon comes off second-best with nearly three seconds separating it from the sedan at the 0-60 mph mark. Since the wagon weighs in more than 600 lbs. heavier than the sedan the discrepancy undoubtedly lies in the extra poundage. Handling characteristics of the wagon are not as good as the sedan either, although the difference is far less noticeable. More body lean is evident when cornering and the feel of control at highway speeds is not as positive. Understeer, while not objectionable, is more pronounced than in the sedan.

The second seat has been divided into two sections and the gap between the sections interferes with a middle passenger's



comfort. The third seat faces forward and uses the rear axle hump for the bench. Third seat upholstery is a padded pillow arrangement and slips over a sheet metal frame. Comfort in this seat, while adequate for two children, is cramped for adults. It qualifies as a good utility seat for extra passengers, plus quick, easy removal to convert the back area into a cargo compartment. The second seat bench folds over, and the back rest folds down meeting the bench, to create a solid floor from the back of the front seat to the tailgate. When the rear area is converted into a cargo compartment, the floor area is flat and tight with few gaps for small items to roll through, which is a situation seldom found in most three-seat wagons. One minor disadvantage is that the front seat must be adjusted far forward

The tailgate is high, wide and correctly designed for loading.

In one respect, it is even a little too high. The top edge of the gate itself causes a minor visibility hazard. At night, for example, it is difficult to see the headlights of a car following closely behind.

Two rubber guards are attached to the outside of the gate to support it against the bumper and prevent marring of the



TAILGATE is quite wide and well designed for loading. Only drawback is fact that it does not lie flat with floor due to rubber bumper guards.

finish. Unfortunately, they keep it from opening level with the inside floor without the weight of a load.

Interior carrying capacity can be supplemented with a roof rack that will hold support up to 375 additional lbs. because it is attached to structural members of the unit body.

One storage advantage of previous Dodge wagons has been minimized in the new Pioneer. The '57 through '59 models carried their spare tires in fender wells, making concealed luggage space available under the rear floor in six-passenger types. This year, lower lines have eliminated room for the tire along the side. It has gone back under the floor and filled the once useful storage space. ●

before the second seat bench will fold over, creating discomfort for long-legged drivers.

Ford increased its width almost 5½ inches this year, but the fin styling at the rear dictated a narrow tailgate. The 43-inch-wide, down-swinging gate is one of the narrowest on domestic wagons. Ford is one of the few makes still retaining the top-swinging, upper tailgate and its 61.1-inch width will make it possible, but not easier, to load wider items. Another disadvantage made necessary by styling is the slanted rear design which reduces available cargo room inside the wagon. ●



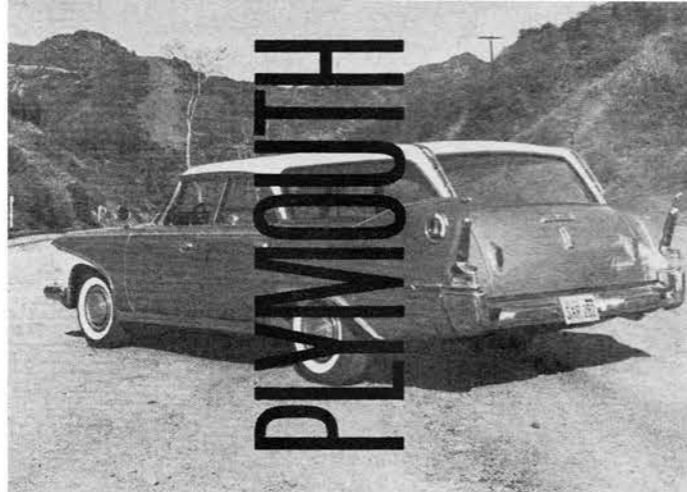
FORD remains the lone proponent of the lifting tailgate window. Its 61.1-inch width has loading advantages but they are offset by an extremely narrow down-swinging tailgate. On nine-passenger versions, rear seat faces front instead of to the rear.

BY A MOST commanding margin Plymouth was the star of the '59 wagon testing season. It was the biggest, most practical and best handling utility car in its field. Its only major drawback was in the area of body construction quality. The 1960 version, featuring a unit body, has done a great deal to better the breed at this weakest point, but a general upgrading of the competition and some minor changes within the Plymouth itself still keep it from an undisputed top position within the field.

There are three types of Suburbans, the DeLuxe, the Custom and the Sport. They correspond to the Savoy, Belvedere and Fury series respectively. The DeLuxe wagon is available in two-door and four-door six-passenger versions; both the Custom and Sport Suburbans are offered in four-door six and nine-passenger styles. With Plymouth's complete range of engines, from the slanting Six to the ram induction V-8, the buyer can satisfy his economy or performance desires with little trouble.

The nine-passenger Sport Suburban was the wagon selected for testing. Equipped with the small 318-cubic-inch V-8, single two-barrel carburetion and Torqueflite transmission, it turned in performance half way between Plymouth's hot and thrifty capabilities. Surprisingly the 0-to-60 mph acceleration time was some two seconds slower than a similarly powered sedan, but mileage figures (12 to 17 miles per gallon) were virtually the same.

Handling and ride have been winning assets for Plymouth since 1957. The '60 wagon continues the tradition and it is a much pleasanter sensation to take fast turns without the creaks and groans that were the trademark of the old body and frame



construction. The nine-passenger wagons are given the extra help of a front stabilizer bar.

Converting the Suburban to maximum cargo space is a matter of folding both rear seats into the floor area. The rear-facing third seat drops down into a well which it shares with the spare tire. This well offers foot room for back riders and, on six-passenger versions of the wagon, it can be used as a locked luggage compartment which offers an added eight cubic feet of storage space. In order to enjoy this latter option, the spare must be removed and the car fitted with captive-air tires.

In the '59 wagons the spare was not such a problem. It was stored conveniently out of the way in a special well within the right rear fender. Its movement cannot be called an improve-

ment, for in the new position it will dirty many a passenger's trouser legs and cause more effort in removal.

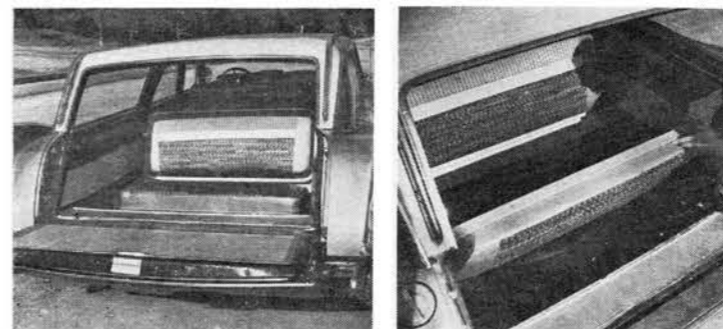
This year's styling gives the Suburban approximately two more inches of cargo floor length but it takes away a valuable inch in the important areas of interior height, tailgate width and loading height.

One styling addition serves real functional double-duty. On each side of the rear window there are chromed handles that are a help to passengers who must make the awkward trip to the rear seat. When cargo is being hauled, these handles serve as very handy rope tie-downs.

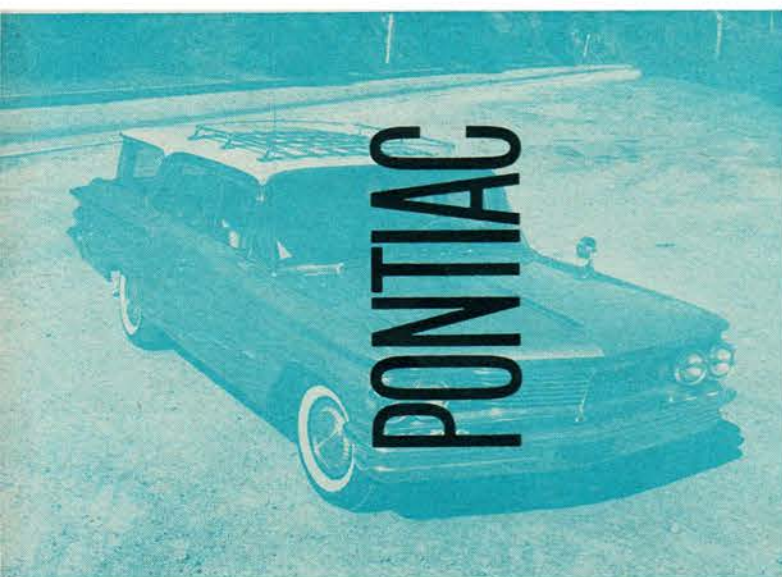
Upholstery materials are more serviceable than exotic and the hard composition of the cargo floor makes it a wagon that is suited to most hauling chores. •



PLYMOUTH has pioneered many of the modern wagon's features, i.e. the roll-down tailgate window and rear-facing third seat. Most important are better than average capacity and loading ease.



REAR SEAT folds into storage well below floor. This same well offers foot room for rear passengers but, unfortunately, they must share its area with not-too-tidy spare tire and tools.



The most luxurious of the three models, the Bonneville Safari, was selected for this test. Powering the wagon was the 389-cubic-inch V-8 with triple two-barrel carburetors. Performance and luxury are the two major aspects of the Bonneville and both have been well developed.

Performance has been an important part of Pontiac's overall character recently, and the Safari is no exception. Although the acceleration tests proved the car was .7 of a second slower than a regular sedan with an identical engine, the difference is not really surprising considering the wagon's extra weight. The 0-60 mph time of 9.3 seconds is still a good showing and the Safari will be able to hold its own with many stock V-8 sedans.

During actual driving tests, both on tight corners and on the open highway, the Safari held the road marvelously. Roadability characteristics were equal to the sedan although the wagon outweighs it by nearly 250 lbs. Pontiac's wide tread is perhaps partially responsible, but the addition of a rear stabilizer bar, an exclusive feature for the wagon, undoubtedly contributed more.

While the Bonneville station wagon is for all practical purposes supposed to be a utility car, the luxurious accessories and interior would make many owners think twice before using it for some types of hauling work.

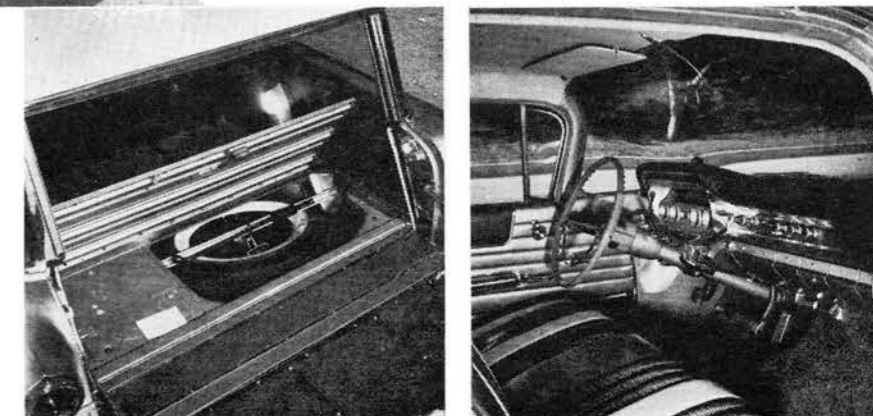
The front seat and dash panel are nearly identical to the sedan and focus on luxury. Padded dash, electric clock, passenger assist rail and walnut inset panel on the dash are all standard equipment. Adding to the richness is an above average quality of upholstery material.

Riding in the second seat is as comfortable as the back seat of most sedans. Wider benches, and equally well-padded seats are the major reasons for the added comfort. The second seat back rest folds down to make a cargo area 98 inches in length with 40 square feet of loading capacity.



The cargo floor area is an excellent example of sacrificing a practical-minded approach to the dictates of style-conscious appearance. The floor is carpeted and, although this does give the cargo compartment an added flair of richness, it accomplishes little for the person who wants the wagon for utilitarian purposes. Metal skid strips protect the carpeted area when a flat load is being slid in or out, but offer little protection for loads such as sand, rocks for the patio or muddy camping gear. The Safari's tailgate has an electrically operated window and the door latch is on the inside. The window makes loading small items easy, but the rear opening is nearly three feet narrower than the overall width, and wide items are difficult to load.

Pontiac's Safari features both performance and luxury and comes off well in either department. In the case of the latter, it is doubtful if the extra plushness adds much to its value as a double-purpose, utility vehicle. •



LUXURY is the keynote of Bonneville Safari and this is a feature not always welcome on a utility vehicle. The cargo area floor is carpeted, upholstery is rich and pleated, and the dash features a walnut inset panel.



UNIQUE feature of the Rambler nine-passenger wagon is a full-swinging door at the rear rather than normal tailgate. It has a big advantage in access to loading area and the rear passengers don't step over a gate.



SPACE in the rear seat limits its capacity to two adults or three children. In the latter case they are protected by a novel lock which prevents opening from inside or out without key. Folding seat-beds are added feature.



MORE variety was introduced in the Rambler line this year by the addition of a four-door, three-seat station wagon. The new wagon, as well as the familiar two-seat version, is offered both as a Six and a Rebel V-8. In all, nine separate station wagon styles are listed by Rambler, but the differences are mostly trim and extras. For all practical purposes only the two styles are available. Standard engines in the line are the 127-hp six-cylinder and the 200-hp V-8.

The station wagon selected for this test was a three-seat Rebel V-8. Handling of this Rambler wagon was superior to similar characteristics in the sedan body style. Practically the only difference between the two is a stiffer suspension on the wagon. This, combined with the more nearly equal weight distribution, undoubtedly produced the wagon's better roadability. Cornering is crisper, response brisker and understeer characteristics, which were quite noticeable in the sedan, are far less undesirable. This is a little unusual and Rambler is one of the few lines tested in which the wagon version handled better than a comparable sedan.

Although officially listed as a four-door sedan, Rambler advertising calls the three-seat style a five-door wagon. The door does open exactly like a regular car door and is unique in domestic wagons. In a sense this is true since the tailgate isn't really a tailgate at all. One advantage is that it is far easier to load since an individual can stand much closer to the cargo

compartment. Access to the third seat is simpler, too, since there is no cumbersome tailgate to crawl over. But it is still a long step from the ground to the seat.

Another interesting innovation on the back door is the locking system. Locking the door from the inside (without the key) makes the door impossible to open from either side without the key, effectively child-proofing the back door.

Comfort and legroom in the third seat are fair for two adults. Looking for a spare tire on the three-seat style is fruitless; there isn't any. Captive-air tires are standard equipment and are evidently reliable enough to dispense with the extra tire.

The second seat is nearly identical to the similar seat of the sedan. The edges come close to the door leaving no gap. The third seat and the second seat can be folded down to convert the cargo compartment into a flat floor for hauling. The right reclining-seat option has double value in the wagon since it can be tilted back enabling the wagon to haul items up to 10 feet in length.

The roof-top luggage carrier, while small, is useful and comes as standard equipment on the Rambler. Cargo capacity is comparable with bigger wagons and the 80 cubic feet of usable space is a little amazing considering its smaller outside dimensions. Even more amazing, the tailgate opening is one of the widest on all domestic station wagons. Even cars that are nearly 10 inches wider have doors almost two inches less in width. •

TEST WAGON

CARGO DIMENSIONS

PERFORMANCE

BODY TYPE: Nomad six-passenger wagon
BASE PRICE: \$2889
TEST WEIGHT: 4180 lbs.
ENGINE TYPE: ohv V-8
DISPLACEMENT: 348 cubic inches
COMPRESSION RATIO: 9.5-to-1
CARBURETION: Single four-barrel
HORSEPOWER: 250 @ 4400 rpm
TORQUE: 355 lbs.-ft. @ 2800 rpm
TRANSMISSION: Turboglide (torque converter automatic)
REAR AXLE RATIO: 3.08

OVERALL LENGTH: 210.8 inches
OVERALL WIDTH: 80.8 inches
OVERALL HEIGHT: 56 inches
WHEELBASE: 119 inches
MAXIMUM CARGO LENGTH (back of front seat to end of lowered tailgate): 120.1 inches
MAXIMUM CARGO WIDTH: 66 inches
MAXIMUM CARGO HEIGHT (floor to headlining): 32.1 inches
REAR OPENING WIDTH: 46 inches
REAR OPENING HEIGHT (tail- and liftgates open): 26.7 inches

GAS MILEAGE: 10 to 15 mpg
ACCELERATION: 0-30 mph in 4.1 seconds, 0-45 mph in 7.2 seconds, 0-60 mph in 11.5 seconds
SPEEDOMETER ERROR: Indicated 30, 45 and 60 mph are actual 29, 43.5 and 58 mph, respectively
POWER-WEIGHT RATIO: 16.7 lbs. per horsepower
HORSEPOWER PER CUBIC INCH: .72

BODY TYPE: Safari six-passenger wagon
BASE PRICE: \$3530
TEST WEIGHT: 4850 lbs.
ENGINE TYPE: ohv V-8
DISPLACEMENT: 389 cubic inches
COMPRESSION RATIO: 10.75-to-1
CARBURETION: Triple two-barrels
HORSEPOWER: 318 @ 4600 rpm
TORQUE: 430 lbs.-ft. @ 3200 rpm
TRANSMISSION: four-speed automatic
REAR AXLE RATIO: 3.23

OVERALL LENGTH: 213.7 inches
OVERALL WIDTH: 80.7 inches
OVERALL HEIGHT: 56.8 inches
WHEELBASE: 122 inches
MAXIMUM CARGO LENGTH (back of front seat to end of lowered tailgate): 119.4 inches
MAXIMUM CARGO WIDTH: 63.7 inches
MAXIMUM CARGO HEIGHT (floor to headlining): 32.1 inches
REAR OPENING WIDTH: 45.4 inches
REAR OPENING HEIGHT (tail and lift gates open): 26.5 inches

GAS MILEAGE: 11 to 16 mpg
ACCELERATION: 0-30 mph in 3.8 seconds, 0-45 mph in 6.4 seconds, 0-60 mph in 9.3 seconds
SPEEDOMETER ERROR: Indicated 30, 45 and 60 mph are actual 28 1/2, 43 and 57 1/2, respectively
POWER-WEIGHT RATIO: 15.2 lbs. per horsepower
HORSEPOWER PER CUBIC INCH: .82

BODY TYPE: Country Squire nine-passenger wagon
BASE PRICE: \$2967
TEST WEIGHT: 4640 lbs.
ENGINE TYPE: ohv V-8
DISPLACEMENT: 352 cubic inches
COMPRESSION RATIO: 9.6-to-1
CARBURETION: single four-barrel
HORSEPOWER: 300 @ 4000 rpm
TORQUE: 381 lbs.-ft. @ 2800 rpm
TRANSMISSION: three-speed automatic
REAR AXLE RATIO: 2.91

OVERALL LENGTH: 213.7 inches
OVERALL WIDTH: 81.5 inches
OVERALL HEIGHT: 56.5 inches
WHEELBASE: 119 inches
MAXIMUM CARGO LENGTH (back of front seat to end of lowered tailgate): 124.4 inches
MAXIMUM CARGO WIDTH: 63.1 inches
MAXIMUM CARGO HEIGHT (floor to headlining): 32.9 inches
REAR OPENING WIDTH: 43 inches
REAR OPENING HEIGHT (tail and lift gates open): 28.9 inches

GAS MILEAGE: 12 to 17 mpg
ACCELERATION: 0-30 mph in 4.5 seconds, 0-45 mph in 8 seconds and 0-60 mph in 14 seconds
SPEEDOMETER ERROR: Indicated 30, 45 and 60 mph are actual 29, 45 and 60 mph, respectively
POWER-WEIGHT RATIO: 15.5 lbs. per horsepower
HORSEPOWER PER CUBIC INCH: .85

BODY TYPE: Rebel nine-passenger wagon
BASE PRICE: \$2806
TEST WEIGHT: 3660 lbs.
ENGINE TYPE: ohv V-8
DISPLACEMENT: 250 cubic inches
COMPRESSION RATIO: 8.7-to-1
CARBURETION: Single two-throat
HORSEPOWER: 200 @ 4900 rpm
TORQUE: 245 lb.-ft. @ 2500 rpm
TRANSMISSION: three-speed automatic
REAR AXLE RATIO: 3.15

OVERALL LENGTH: 189.5 inches
OVERALL WIDTH: 72.2 inches
OVERALL HEIGHT: 57.3 inches
WHEELBASE: 108 inches
MAXIMUM CARGO LENGTH (back of front seat to end of lowered tailgate): 104.5 inches
MAXIMUM CARGO WIDTH: 59.5 inches
MAXIMUM CARGO HEIGHT (floor to headlining): 28.8 inches
REAR OPENING WIDTH: 47.8 inches
REAR OPENING HEIGHT (tail and lift gates open): 24.5 inches

GAS MILEAGE: 13 to 18 mpg
ACCELERATION: 0-30 mph in 4.9 seconds, 0-45 mph in 7.8 seconds and 0-60 mph in 11.8 seconds
SPEEDOMETER ERROR: Indicated 30, 45 and 60 mph are actual 27, 43 and 58 mph, respectively
POWER-WEIGHT RATIO: 18.3 lbs. per horsepower
HORSEPOWER PER CUBIC INCH: .8

BODY TYPE: Pioneer six-passenger wagon
BASE PRICE: \$2787
TEST WEIGHT: 4300 lbs.
ENGINE TYPE: ohv V-8
DISPLACEMENT: 318 cubic inches
COMPRESSION RATIO: 9-to-1
CARBURETION: Single two-barrel
HORSEPOWER: 230 @ 4400 rpm
TORQUE: 340 lbs.-ft. @ 2400 rpm
TRANSMISSION: Torquehite (three-speed automatic)
REAR AXLE RATIO: 2.93

OVERALL LENGTH: 214.8 inches
OVERALL WIDTH: 78 inches
OVERALL HEIGHT: 55.4 inches
WHEELBASE: 122 inches
MAXIMUM CARGO LENGTH (back of front seat to end of lowered tailgate): 121.3 inches
MAXIMUM CARGO WIDTH: 62 inches
MAXIMUM CARGO HEIGHT (floor to headlining): 31.8 inches
REAR OPENING WIDTH: 49.2 inches
REAR OPENING HEIGHT (tail- and liftgates open): 27.3 inches

GAS MILEAGE: 11 to 16 mpg
ACCELERATION: 0-30 mph in 4.6 seconds, 0-45 mph in 7.7 seconds, 0-60 mph in 13 seconds
SPEEDOMETER ERROR: Indicated 30, 45 and 60 mph are actual 28.5, 43 and 56 mph, respectively
POWER-WEIGHT RATIO: 18.7 lbs. per horsepower
HORSEPOWER PER CUBIC INCH: .72

BODY TYPE: Sport Suburban nine-passenger wagon
BASE PRICE: \$3,134
TEST WEIGHT: 4340 lbs.
ENGINE TYPE: ohv V-8
DISPLACEMENT: 318 cubic inches
COMPRESSION RATIO: 9.0-to-1
CARBURETION: single two-barrel
HORSEPOWER: 230 @ 4400 rpm
TORQUE: 340 lbs.-ft. @ 2400 rpm
TRANSMISSION: Three-speed automatic
REAR AXLE RATIO: 2.93

OVERALL LENGTH: 214.9 inches
OVERALL WIDTH: 78.6 inches
OVERALL HEIGHT: 55.4 inches
WHEELBASE: 122 inches
MAXIMUM CARGO LENGTH (back of front seat to end of lowered tailgate): 121.3 inches
MAXIMUM CARGO WIDTH: 62 inches
MAXIMUM CARGO HEIGHT (floor to headlining): 31.8 inches
REAR OPENING WIDTH: 49.2 inches
REAR OPENING HEIGHT (tail and lift gates open): 27.3 inches

GAS MILEAGE: 12 to 17 mpg
ACCELERATION: 0-30 mph in 5.1 seconds, 0-45 mph in 8.7 and 0-60 mph in 13.9 seconds
SPEEDOMETER ERROR: Indicated 30, 45 and 60 mph are actual 29, 43 1/2 and 57 mph, respectively
POWER-WEIGHT RATIO: 18.9 lbs. per horsepower
HORSEPOWER PER CUBIC INCH: .72