

Runnin' the little ones

By Steve Kelly



Stout, roomy and hot. Current crop of "compacts" are smooth fill-ins between sporty cars and intermediates.

Since their birth nearly a decade ago, the compacts have gone full circle. Current offerings are roomier, better looking, more powerful and higher priced than their ancestors. There's also been a couple of makes that removed themselves from the "compact" area, such as F-85, Comet, Tempest, etc. So the field is now smaller than it was in 1960, but really a lot more competitive. The little cars have been pressured by the sporty models, and the low-priced intermediates. But we found the compacts — in their deluxe trim — much more appealing, usually, than the sporty or low-priced intermediate cars.

Performance in a small package became an industry trend four or five years ago, kicked off primarily with the Falcon Sprint. Other compacts had V-8s before the Falcon, but none had performance in mind. The unfortunate news now is that the Falcon has been passed up by the others, probably because of Mustang dominance in



the "hot" scheduling at Ford. Our 4-car compact test placed emphasis on performance and handling in the Chevy II Nova SS, Dodge Dart GTS, Ford Falcon Futura and Rambler American Rogue. The Plymouth Valiant wasn't picked up because of its near-identical makeup with the Dart. Out of all this we found more than just performance to be a virtue in these little ones. Lots of driving revealed their roominess and comfort, something sports-personal cars don't always have.

We spent two full days with the cars on a long-distance run, kicked off by a morning session at Orange County International Raceway where we conducted acceleration tests. The Dart began to show its stuff here, clocking quarter-mile times of 14.5 seconds with two aboard and a full load of fuel and test equipment. It continued to excel after we left OCIR and headed down Interstate 5 to San Juan Capistrano, over route 74 to Elsinore, down through Temecula and Anza Paradise Valley to Palm Desert and then into Palm Springs and Gene Autry's Ocotillo Lodge for our night's rest. The virtues it revealed were performance and handling, but it fell short of the others in comfort.

Our second day's journey carried us to Yucca Valley in Southern California's high desert, Joshua Tree National Monument, through Lucerne Valley and on to Roy Roger's Apple Valley Inn (we're big on cowboys). From Joshua Tree to Apple Valley, we hit every kind of road condition possible from smooth 4-lane roadways, to pot-holed narrow lane hardly-paved desert roads. Speeds ranged from 55 to 75 mph, and we only slowed for camel-back surfaces which would throw the cars' wheels out of contact with the road.

We left Apple Valley for home, passing through Phelan, Littlerock, Palm-

dale, and the San Fernando Valley enroute to Hollywood.

Nothing broke in our 500-mile test — not even the people — which amazed us after our last overnight hop ("The Most Grueling Test of All," March MT).

Our trip pointed out many travel tips as well as car evaluations. Such as: it pays to have a lot of credit cards when you find out halfway through the trip that everyone else failed to bring any money; that having all the credit cards gets you all the attention and care from your mates and head waiters alike.

Powertrain & Performance

DART— Since the Dodge came up quickest, we'll discuss it first. This particular car came with a 340-cu.-in., 275-hp V-8. Hooked behind this was a 3-speed Torque-Flite automatic, driving to a 3.55:1 rear axle. We can't imagine a sweeter combination or a more potent "sleeper." Looking at the time clocks after our first quarter-mile run caused pure disbelief. Couldn't be! That's as quick as a pure stock street Hemi we ran a year or so back. Second run brought about the same results, and a drag between the Dart and Chevy II left no room for doubt. It just put it to the Chevy by about 10 car lengths at the finish.

It's quiet too. The engine operates noiselessly except at full throttle or idle. The idle noise is a product of the free flowing exhaust system, and the full throttle noise is due to the low restriction air cleaner not fully dampening out air going to the 4-bbl. In between, it's perfect.

It is the smoothest of all cars tested at any speed. Every part of the powertrain works in perfect coordination with its counterpart. Shifts are best accomplished manually. Allowing it to

stay in drive for acceleration blasts, the box upshifts at 4500 rpm. It'll easily stand 6000 rpm speeds, and this is where we took it. You've got to anticipate shifts by 300 rpm, so the lever must be moved just as the needle passes 5500.

The 340 isn't destined to win any economy contests. Our first highway mileage tank delivered 13 mpg — hardly a compact description. We finally nudged 16.5 mpg, but not after driving at maximum legal speeds.

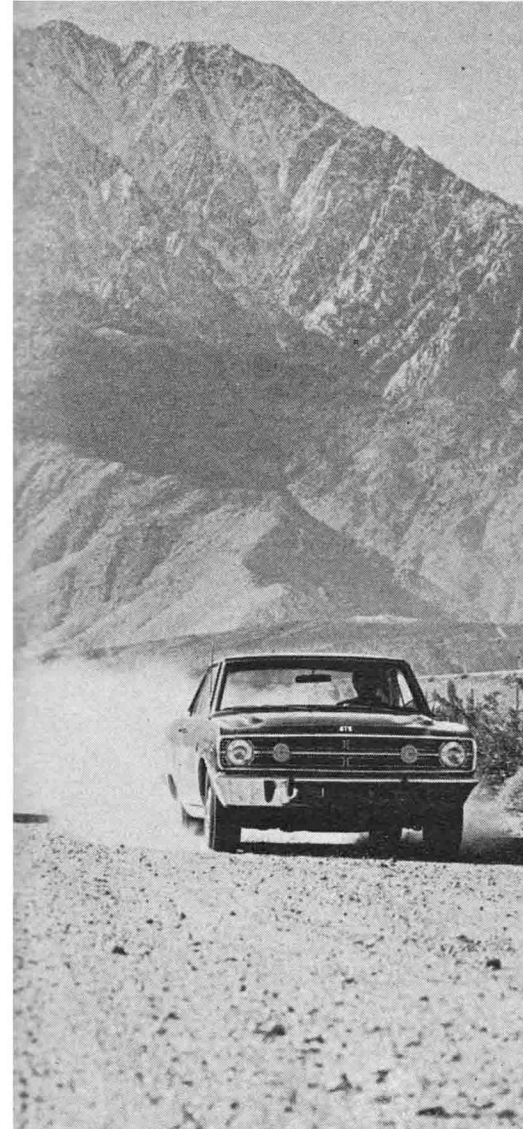
CHEVY II— We expected greater things from this car. It was equipped with a 325-hp, 327-cu.-in. V-8, and 4-speed wide-ratio transmission. Rear axle ratio was 3.36. Try as we could, it would never get below 15.9 seconds in the quarter, and it tended to overheat rather quickly. In fact, after five rather successive quarter-mile runs, it was just too hot to run any further without a 30-minute cooling period. The Dart suffers from heat also, but only to the extent that a better insulating gasket is needed between carburetor and intake manifold. The Chevy II merely pegs the temperature needle all the way over and doesn't want to run.

Operating the Muncie shifter on the 4-speed takes patience and a lot of luck. It is stiff to move, usually hitting extra detents or such when moved between gears. The throw is a bit long, but it's the rough movement that is bad. Power shifts take guts. The shifter is just as prone to hang-up between gears as it is to move to the next slot. And all the time, the driver's foot is held to the floor over the gas pedal.

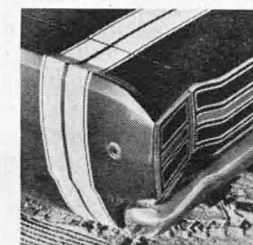
Engine operation is quiet, and the only noise heard is at full throttle when the Rochester carb is pulling full volume. Exhaust noise is at a minimum.

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Photos by Gerry Stiles & Randy Holt



Dart GTS is at home on the drag strip as much as it is out there in Marlboro country. The high-revving, lightweight 340-cu.-in. engine is the perfect combination for a compact of the GTS' ilk, making the largest of supercars work harder than they would against their peers. Suspension, handling, ride and fine disc brakes, are designed for the adventuresome and give it plenty of control on any road. Unfortunately, getting there is not the best of experiences; seats aren't designed for western travelers.



By the time this report is printed, word should be out on a new engine for the Chevy II. At present, the 325-hp small block is the second biggest, but a mid-year offering will be Chevy's 396-cu.-in. "semi-hemi" V-8 in 350-hp form. This should put the troops back in action at the drags, as well as on Woodward Avenue and other sites of "community meetings." We've already driven one in prototype form, and cut high 14-second readings with the engine all buttoned up, 3.31 rear axle, and street tires used.

Mileage with the 327 was exceptional. The car pulls very good in high gear, negating lots of downshifting for passing or speed increases. Our best was 18 mpg and lowest was 14 mpg.

ROGUE— It's no secret anymore that American Motors is out to get at the performance market. Our year-long run of a Rogue as a Project Car revealed that very little need be done to get the American running. Our test car came equipped identical to the "Rogue Runner" (see MT June & Sept. '67, and Feb. '68 issues), but it pointed out to us that the relatively minor things we did to the project car, need to be applied to any American before it will really perform.

The test '68 American was sent with a 290-cu.-in., 255-hp V-8, mated to a 4-speed gearbox and 3.54:1 rear axle. Our best elapsed time was 16.0 seconds for the quarter — full loaded of course. At this, it proved very good. Considering the Chevy II's time with a

hundred more horsepower wasn't that much better, we'd say the Chevy II needs more engine tuning than the Rambler.

Ordinarily, Americans are prone to excessive rear wheel hop. We made a concession to the "stock" nature of the test and installed a set of rear spring traction bars on this car. Without them, it'd be nearly impossible to perform any type of acceleration tests, and every owner should follow the same route. Actually, the factory should do it as it is a 100% problem on this car and they can't expect full owner satisfaction until they eliminate wheel hop.

The 4-speed linkage is much better on the '68s than on the '67s. It is smooth between gears, with its only drawback being a long throw. The sharp pointed reverse lockout has been replaced for '68 with a simple ring on the stick. The engine will continue making back-to-back runs as long as the clutch will hold out, and unfortunately that isn't long. Five or six runs will reveal loss of adhesion and phenolic smell. A short cooling period of 10 minutes or so is all that's needed to put it back in action.

Mileage could be better here, as we averaged 15 on the road and 14 in town. Not much of a spread, but that 3.55 rear gear is cause for this. A somewhat higher (lower number) would build mileage.

FALCON— The lead in hot-compacts once belonged to Ford, but they gave it up in favor of the Mustang — not a bad move on their part. But this left the Falcon without much for performance. Introduction of the 302-cu.-in. V-8 was a shot in the arm for '68 Falcons and may help recover some sales losses.

Our Futura (actually there were two) had a 302 4-bbl. V-8 with 230 hp. Transmission of power was via a 3-



speed automatic gearbox. It drove to a 3.00:1 final gear. We also ran a 289 2-bbl., regular fuel burning V-8 with an automatic in a 4-door sedan and thoroughly enjoyed it. Operation was quiet, performance was adequate, and mileage was great.

The 302 comes on stronger though, and can be made to run very good with a few over-the-counter-parts. The Autolite air-valve carburetor could stand some refinement, and replacing it with a Holley might be the way to go. The Autolite surges a lot. The air valve system delivers fuel/air mixtures rather slow so there's a lag between the time the foot throttle is pressed and the engine reacts.

Engine operation is extremely quiet and smooth, without any strain or vibration. The 302 comes up on rpms rather slowly and objects to much more than 5000 rpm. A lower rear axle ratio might help this cause, but that's not available from the assembly line.

Overheating isn't a problem with the 302. Starting after long periods of running requires more than usual starter-cranking, and high altitudes (3000 feet or more) give the engine fits. Some carburetion recalibration is needed for prolonged high-altitude driving.

Our mileage figure was good on both the 289 and 302 V-8s. The 289 being smaller, took less fuel, and delivered 20 mpg as a high, and 15.5 as the low. The 302 managed a best of 18.9 and a poor of 14.1 mpg.

Handling, Steering & Stopping

Each car came equipped with special handling suspensions, of the H.D. nature. They all performed well in this department, nearly overshadowing their sporty car counterparts.

DART—A true twisty road machine. No corner seemed too tough for this car. Lean was at a minimum and the wide-tread tires affixed to the wide rims stayed glued to the asphalt. Oversteer was noticed, but this was more a result of the steering—power assisted variety—being too light. Feel is at a minimum since the power steering leaves very little effort left to the driver. It will oversteer rather quickly, and without much notice. When held in a constant radius turn, and minus any tail-end drifting, the wheel can be set in one place and just held there. Earlier MoPar's had a bad habit

of needing constant readjustment through such a turn.

Stopping the Dart is a pleasant task. Disc brakes were on the front of this car with power assist. All stops were relatively straight, with only minor lockup on the front wheels. The discs, though, allowed steering during stopping—if this action was needed. We had occasion to bring the car down from 60 to 30 mph repeatedly, and never incurred brake power loss.

CHEVY II—Our Nova Custom coupe felt extremely solid in all sorts of twisty maneuvers. The front end wants to plow a bit, though far less than a big car. We noticed this condition most after driving the Dart and Rogue, which didn't suffer from this malady. The tail stays in line without objection. Understeer is more predominant than oversteer, which we like. The power steering only helps out when needed, and there's more front wheel "feel" accorded the driver.

Stops are accomplished easily, though the tail end wants to get out of shape, and we had front power assisted discs on this car for extra value. The staggered shock multi-leaf rear suspension eliminates all wheel hop on deceleration, which used to be a problem on Chevy IIs. The brake pedal position could be lower to the floor. As it is, one must lift his foot more than an inch off the gas pedal and then over to the brake.

ROGUE—This car is really a surprise in the handling bit. All our test crew kept jumping to it for mountain road driving, even more so than the Dart. After all Chrysler's had good handlers for years. Rambler doing it makes an impression.

The car goes through corners post-haste. No fooling around with oversteer or the like. In fact, it's practically neutral; very predictable, very smooth. We did find that the addition of the rear spring traction bars causes the front end to dip or raise more than normal in a long turn, since the bars stiffen up the rear suspension more than stock. This didn't aggravate handling prowess or lack of it, merely gave a different sensation. We'd say that should the bars be used on serious competition cars, stiffer front springs

would, without a doubt, be mandatory.

Braking the car was a bit of a long distance trip. But when you're under 150 feet, you're still in the ballpark.

Position of the brake pedal to gas pedal was perfect. Almost straight across, providing immediate access, as well as good heel-and-toe ability for the sports car breed.

FALCON—What impressed us most about this car was its smooth ride when outfitted with the performance handling package. Usually the H.D. underpinnings are accompanied by ride harshness or at least noticeable bounce from hard dips. The Falcon is engineered with a suitable compromise between good handling and good ride. From outside, the car seems to be doing a great deal of up and down action, or side to side swaying. From within though, this isn't the least bit evident, and the driver retains ease of control.

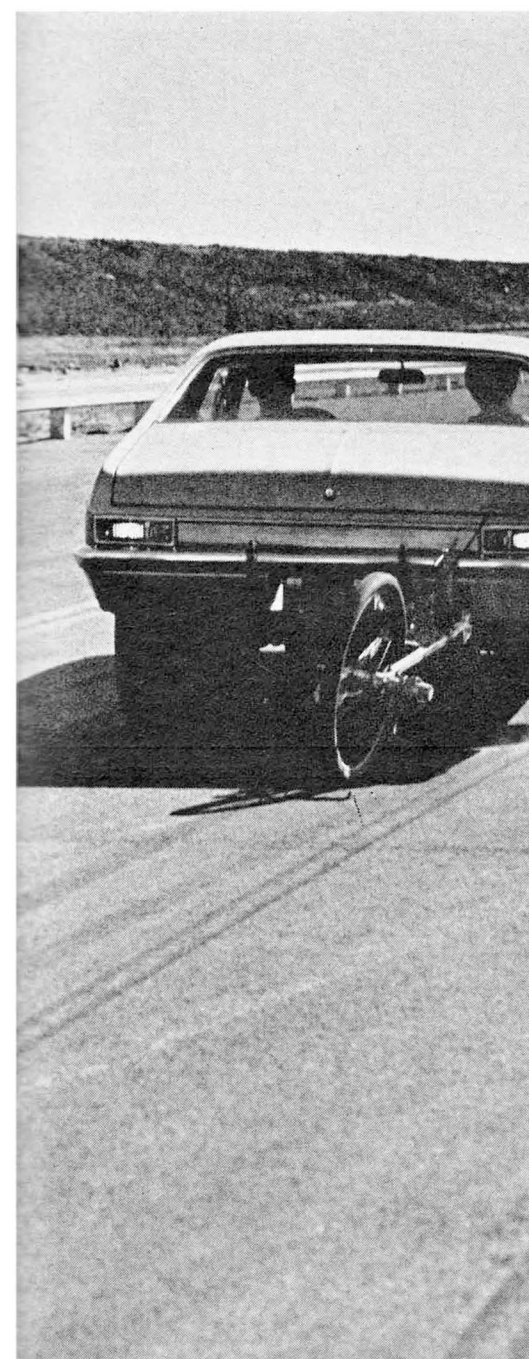
Our test cars both had power steering, and these are the first two FoMoCo products we've had this year that didn't exhibit "rubber-band" steering linkage. The Falcon setup is taut, and quick to react. The front end wants to roll under slightly, but less so than in the Chevy II.

Our drum-brake equipped 4-door sedan performed wonders in the braking test. Not only did it stop quicker than the disc-brake equipped compacts, but did it without varying one inch from a straight line pattern, and showed very little lockup tendency. Of course, it's lighter, and there's more weight over the rear wheels since it is a long roofed sedan. But these are only reasons for the Falcon's prowess, and not excuses for the other car's shortcomings.

Comfort, Convenience & Ride

No matter how small each of these cars may seem, they each display more comfort and convenience than sporty cars. Trunks are large enough to accept large items, and will hold enough for a trip of more than just one night's duration. Getting in and out is simpler than with sporty models, and intermediates as well. Headroom is more generous, but we noticed on the Chevy II and Falcon, the rear seat bottom cushion is noticeably short.

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Beauty does not contaminate the Chevy II's performance. The 327-cu.-in. engine is very smooth and flexible, and handling approaches road race quality, although pedal arrangement is poor for quick manipulation. Though there are several peccadillos in ride and comfort, it excels in general over the other cars tested. Legroom for the driver is good, and seats fit posteriors properly.

DART—Seats are comfortable for short trips, but not for long ones. The flat pattern upholstery doesn't "breathe," and it's not long before perspiration shows up on trousers and shirt. Because of this same flatness, the seats get hard after more than an hour of driving.

Steering wheel position is too high for constant comfort. This could be remedied with an adjustable column, but it isn't offered in Darts. It seems like every Chrysler Corp. car we've tested in the past couple of years had this same problem, but nothing's been done to alleviate the condition.

Rear and front seat legroom is good. The front seatback latch has been hidden at the bottom, requiring a MoPar engineering background to find it.

The car gives out a comfortable ride at all speeds, especially high ones. No float, no drift, just stable cruising. Bottoming out never occurred—even on the most severe dips—even with full passenger loads.

Trunk space is super large, and there's very low lift-over height. The spare is kept below the trunk floor, giving a nice flat carrying surface.

A padded rib extends the length of the bottom edge of the dash for occupant protection in the event of a crash. It has an added benefit of being a perfect spot for depositing cigarettes or sunglasses while driving.

We washed the windows nearly every time we went for the lighter. Reason being that the wiper/washer control is to the right of the steering column, just where you'd assume the lighter would be. Not so. The lighter's way over on the right, almost in front of the right front passenger.

CHEVY II—The Falcon and Chevy II

could almost be twins inside. Dash design is very similar in each, but better in the Falcon. This new Chevy II dash clusters everything in front of the driver, which we like, but seems a bit crowded by comparison.

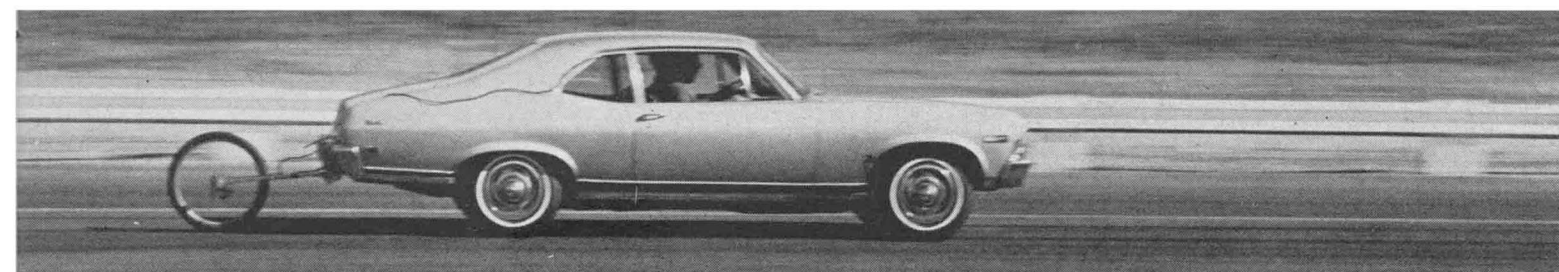
The ash tray is tinny, not having a stable track to roll on, and fell off more than once. The Nova SS is equipped with full instrumentation on the console. We couldn't think of a poorer place. Since all four instruments look identical down there on the floor, a bit of scanning is needed to decipher what is what. When you're making it along at 88 feet per second (60 mph), a lot of scanning isn't desirable. Kind of reminds us of when Chevy put the SS 396 tach below the ignition key in '66, just forward of the driver's right knee, facing upward.

Seating comfort in the Chevy II is better than in all the others. Reason for this is the soft, pleated type upholstery. After several hours' driving, very little numbness is felt through one's posterior.

Rear seat entry is easy. This is a feat accomplished by shortening the rear seat cushion, so there is an advantage to this design. Average size adults will jamb their knees against the front seatbacks, and since they're not padded, may resent it.

Trunk access isn't all that good. The liftover height is rather high, and fitting regular sized suitcases is work for a capsule design engineer. But it beats the Camaro for room by several cubic feet.

This car definitely needs an adjustable steering wheel, but none is offered. The wheel attitude is much too flat—relative to driver position—and needs to be angled down for more comfortable touring. *continued*



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Ride virtues of this car will really impress many first-time pilots. Our Nova was equipped with H.D. undersides, and this is the way to go. It is always solid riding, but not to the extent of ensuring weakened kidneys. We prefer the Chevy II's general ride characteristics over the balance of the compacts tested.

ROGUE—This car seems much more like a suitable family car than the others. No attempt has been made to disguise the American as anything but a comfortable car for riding and driving. It fills this bill.

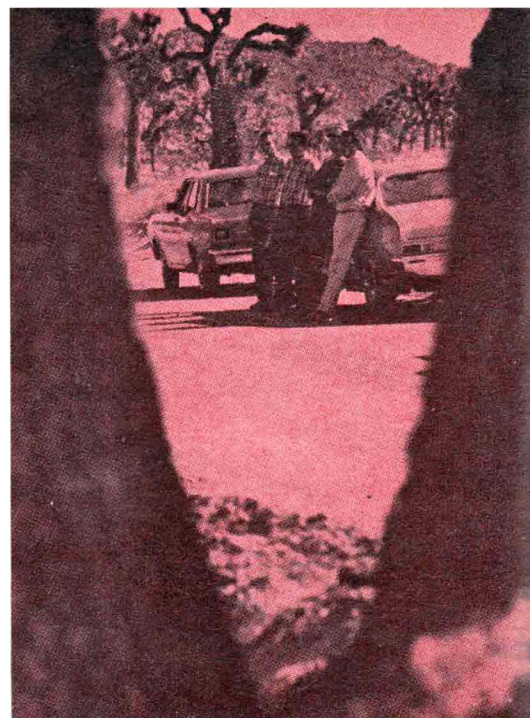
Entry and exit is easy. Both front and rear armrests are placed properly, meaning that your arm can rest there. The trunk space is huge. Usable luggage capacity is 12 cubic feet. And you can use it all. We loaded it to the top with gear for our trip, and still had room for more.

Instrumentation is fairly adequate, and the standard gauges are fitted directly in front of the driver. The only optional instrument is a tachometer, and it too reposes in clear view. We don't like the dash panel finishing on the '68 as well as we did on the '67, but that's safety standards for you.

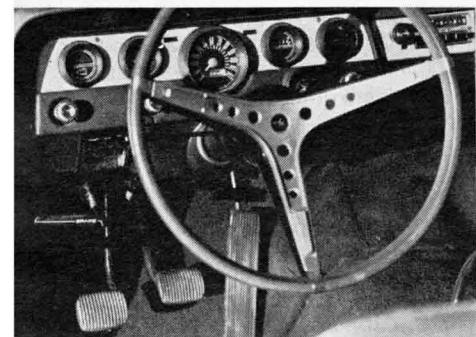
Reclining seats are standard in Rogues, and we made good use of them. While they are standard in the Rogue, they can be optionally fitted to the other American models, and this is more than can be said for the other compacts.

Ride is a bit "bouncy" with H.D. suspension. Enough so that undulating surfaces reveal themselves well. The car rolls over them handily, and little of the bounce is filtered through to the front seat. Rear passengers will notice it most.

Seating is comfortable at all posi-



Dash of Rambler American Rogue conveys the car's purpose — Business and Fun, not beauty. Instrumentation is complete and right where you expect it, not cowering somewhere in the distant recesses of remote consoles. Even the roughest roads and longest legs of the trip didn't accumulate too much discomfort for the driver. Reclining seats and adjustable steering wheel help a lot. The comparatively small engine performs impressively, and needs little modification for good times, though wheel hop is still bad.



tions — we never felt uncomfortable after many hours of driving. Wheel and pedal position is excellent.

FALCON—Here again, this car gave us a surprise. The new for '68 dash treatment is beautiful. All heater controls are lighted, and the controls are strategically placed. Never had trouble finding any of them. The safety-padded steering wheel was far enough away for comfortable arm position, a point we've griped about in other Ford products. If we were selling Fords, we'd sure tout this car much more than is presently being done. It exhibits more all-around driving flexibility than the Dart or Chevy II, and comes in evenly with the American. Performance isn't everything, especially when you're commuting in rush hour traffic.

The 2-door is the way to go for easy entry and exit. The 4-door openings are too narrow for quick ins-and-outs. We hit the door pillars in the front every time.

A 3-suiter lays down perfectly in the Falcon trunk, and falls low enough for another one to be laid on top. Then there's plenty of room for small bags to go all around. Only trouble then is that the spare is buried behind all the luggage.

The Falcon ride is a smooth one. The car feels exactly like a big car should. It is a very deceiving machine. You tend to easily forget the car is a compact, because of its solid feel and pleasant road behavior.

We have to point out how solid our 4-door test car was. Not one squeak or rattle developed. The doors closed like a vault, and stayed tightly sealed. Interior noise was at a bare minimum, and road noise was so low that we always kept the radio volume at the same level. Like we said, we'd sure do a lot more talking about this car if it were ours.

Plus & Minus Features

Both the Dart and Falcon tended to spill gas from their left fender fill points on hard turns. The Chevy II and Rambler Rogue have this problem licked with center fill points.

The Dart carburetor leans out severely on super-fast turns, but never during street-type maneuvers. A center pivot float carburetor would help,

More a family car than the other three tested, the Falcon was surprisingly comfortable and fatigue-free. Rarely — almost never — do we receive a test car rattle-free and devoid of irritating noises, but the Falcon was an exception. We got the wrong model to complete our hot set, but its virtues made up for it.

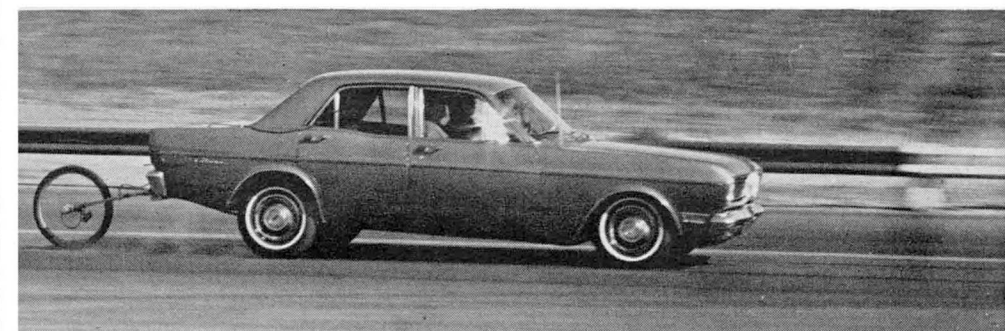
but probably would be no advantage for ordinary driving.

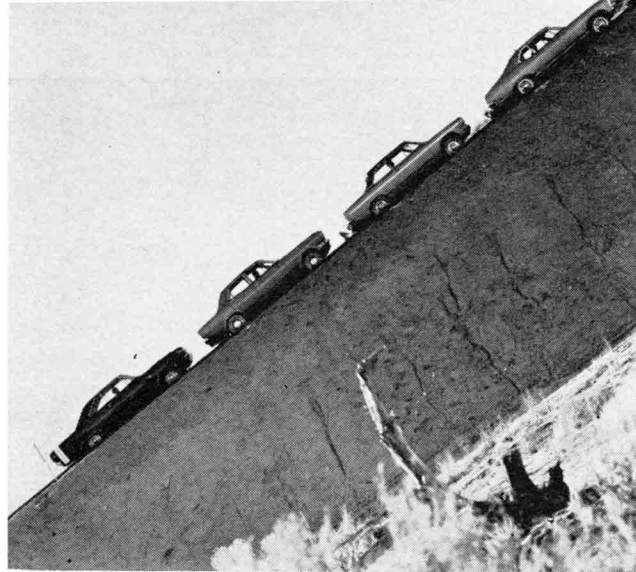
Four-speed linkage is good on the Rogue, and bad on the Chevy II. Both, though, would benefit from the installation of good accessory or after-market shifters.

The Dart is by far the best performer. It does this at the expense of gas mileage, so it's a matter of how much you're willing to spend.

Body construction from low to high, rates lowest on the Dart, with much wind noise and rough spots evident. Minor quality detailing would conquer this, but unfortunately, this has been relegated to the dealer. The Falcon rates highest here, and the Chevy II and Rambler are about equal in second position. Actually, the top three are very close and far above the Dart in overall quality detailing and comfort.

Utility or access, whichever term suits, is best on the Dart. It allows easy trunk access and has plenty of space. Second highest here is the





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Rogue, then the Falcon, and then the Chevy II.

We dig the Chevy II styling over all. The Dart follows, mostly because of its brutish appearance as well as clean lines. The Falcon shows good design, more so than the American which is cute, but not the styling rave that the Chevy is.

Chrysler Corporation's key light feature has been thoughtfully incorporated in the Dart. When you open the door, an indirect light pops on over the ignition key slot. It stays on for a period of about 30 seconds, allowing the driver to find the position easily at night. In this day of hidden and recessed dashboard fixtures, every maker should follow this route.

We've made mention of our particular gripes throughout the article. None of the cars tested revealed any serious design drawbacks, and we never objected to driving any of the four. They're all very closely matched, making it rather difficult for the buyer—as well as us—to show a hands down vote for any one model. The "performer" of the bunch is the Dart. No question. Things may be different after the Chevy II hits the scene with a 396-cu.-in. V-8, but 56 more cubic inches ought to make a difference!

Rather than make any conclusions, we've laid out the facts as we find them. We do suggest that buyers check the compacts over carefully before deciding on something else. We'd been away from them for some time ourselves, and put a lot of time in other size cars in the interim. We were pleasantly surprised to find them upgraded considerably during that time. Our test crew's consensus was that unless sporty styling was the prime buyer reason for picking a new car, then the compact type car is the way to go. Hope you sporty car people still like us.

	Chevy II	Dart	Falcon	Rambler
PERFORMANCE				
Acceleration (2 aboard)				
0-30 mph	2.7 secs.	2.5 secs.	3.7 secs.	3.0 secs.
0-45 mph	5.0 secs.	4.1 secs.	5.8 secs.	5.2 secs.
0-60 mph	7.7 secs.	6.0 secs.	10.1 secs.	8.2 secs.
0-75 mph	12.5 secs.	8.8 secs.	13.9 secs.	12.0 secs.
Passing Speeds				
40-60 mph	3.5 secs., 256 ft.	3.2 secs., 234 ft.	4.8 secs., 341 ft.	3.8 secs., 278 ft.
50-70 mph	4.3 secs., 378 ft.	3.4 secs., 299 ft.	6.6 secs., 580 ft.	4.1 secs., 360 ft.
Speeds in Gears				
1st . . . mph @ rpm	46 @ 5500	45 @ 5500	50 @ 4800	41 @ 5000
2nd . . . mph @ rpm	60 @ 5500	79 @ 5500	85 @ 4800	51 @ 5000
3rd . . . mph @ rpm	78 @ 5500	111 @ 5500	122 @ 4800	73 @ 5000
4th . . . mph @ rpm	112 @ 5500			106 @ 5000
MPH per 1000 RPM	20.5 mph	20.2 mph	25.6 mph	21.3 mph
Stopping Distances				
From 30 mph	32 ft.	37 ft.	29 ft.	33 ft.
From 60 mph	162 ft.	148 ft.	126 ft.	146 ft.
Mileage Range	12.6-15.8	11.0-15.6	12.4-20.4	12.0-18.2
SPECIFICATIONS				
Bore & Stroke	4.001x3.25 in.	4.04x3.31 in.	4.00x3.00 in.	3.75x3.28 in.
Displacement — cu. in.	327	340	302	290
HP at RPM	325 @ 5600	275 @ 5000	230 @ 4800	225 @ 4700
Torque: lbs.-ft. @ RPM	355 @ 3600	340 @ 3200	310 @ 2800	300 @ 3200
Compression Ratio	11.0:1	10.5:1	10.0:1	10.0:1
Transmission	4-speed man.	3-speed auto.	3-speed auto.	4-speed man.
Final Drive Ratio	3.55:1	3.55:1	3.00:1	3.54:1
Carburetion	1 4-bbl	1 4-bbl	1 4-bbl	1 4-bbl
Steering Type	Semi-reversible recirc. ball & nut	Recirculating ball	Recirculating ball & nut	Recirculating ball & nut
Steering Gear Ratio	17.5:1-power	15.7:1-power	16.0:1-power	17.5:1-power
Turning Dia. — Curb-to-Curb	38 ft.	38.7 ft.	39.8 ft.	36 ft.
Wheel Turns — Lock-to-Lock	3.5	3.5	3.5	4.5
Tire Size	7.35x14	E70x14	6.95x14	7.35x14
Brake Type — Std.	Drum	Drum	Drum	Drum
Brake Type — Optional	Front Disc; power drum	Front Disc; power drum	Power front disc.	Front Disc; power drum
Fuel Capacity — Gals.	18	18	16	16
Curb Weight — Lbs.	3445	3120	3145	3193
Body/Frame Constr.	Comb. body/frame	Unit	Unit	Unit
Wheelbase — Ins.	111.0	111.0	110.9	106.0
Front Track — Ins.	59.0	58.1	59.26	56.40
Rear Track — Ins.	58.9	56.3	58.96	55.27
Overall Length — Ins.	189.4	195.4	184.5	181.0
Width — Ins.	72.4	69.7	73.0	70.84
Height — Ins.	54.1	52.8	55.0	53.36

	Chevy II	Dart	Falcon	Rambler
OPTIONS & PRICES				
Mfg.'s Suggested Retail Price	\$2390.00 V-8 (Nova coupe)	\$3163.00 (GTS 340 V-8 coupe)	\$2541.57 V-8 (Futura coupe)	\$2350.20 (Rogue V-8 coupe)
Engine Options	275 hp, 327-V-8 92.70 325 hp, 327-V-8 198.05 295 hp, 350-V-8 210.65 (incl. as part of Nova SS pkg.)	300 hp, 383 V-8 35.40	200 hp, 289 V-8 105.63 230 hp, 302 V-8 171.77	225 hp, 290 V-8 45.35
Automatic Trans.	174.25	185.15	189.66	189.65
4-speed Trans.	184.35	179.15	184.02	184.25
Limited Slip Diff.	42.15	42.35	41.60	38.80
High-perf. Tires	31.35	89.65 std. w/GTS	not offered	55.45
Special Instruments	94.80	not offered	not offered	not offered
Tachometer	incl. above	51.10	not offered	48.05
H.D. Suspension	4.75	std.	not offered	17.15
Custom Wheels	31.60	not offered	not offered	not offered
Front Disc Brakes	100.10	72.95	64.77	97.15
Power Steering	84.30	80.35	84.47	84.40
Adj. Steering Whl.	not offered	not offered	not offered	not offered
AM Radio	61.10	61.55	61.40	61.20
AM/FM Radio	not offered	not offered	181.36	not offered
Air Conditioning	347.60	334.60	360.30	310.80
Rear Window Defroster	21.10	21.30	21.27	not offered
COMMENTS				
We Like	Styling . . . good power potential . . . firm handling . . . bucket seats.	Fantastic performance . . . taut handling . . . great stability . . . clean styling . . . roominess . . . ignition key light.	Great body soundness . . . good "average" driving comfort . . . stopping ability . . . tasteful and functional interior . . . quiet ride . . . good brakes.	Good performance from small engine . . . 4-speed shifter . . . comfortable seats . . . good visibility . . . trunk room . . . surprising handling.
We Don't Like	Sticky 4-spd. shifter . . . loud smog control . . . poor rear quarter visibility . . . high lift-over to trunk . . . instruments on floor console . . . steering wheel location.	Hard seats . . . high steering wheel location . . . gas spillage . . . interior noise from wind and road . . . minor quality infractions . . . radio controls that get hot.	Lack of proper performance options . . . gas spillage from left fender fill point.	Rear wheel hop without traction bars . . . slow steering . . . too close ratio of 1st and 2nd in 4-spd. box . . . boulevard ride with H.D. suspension . . . short clutch life.