



## Runnin' the little ones

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.

/MT

	Chevy II	Dart	Falcon	Rambler
<b>PERFORMANCE</b>				
<b>Acceleration (2 aboard)</b>				
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.
<b>Passing Speeds</b>				
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.
<b>Speeds in Gears</b>				
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
<b>MPH per 1000 RPM</b>	20.5 mph	20.2 mph	25.6 mph	21.3 mph
<b>Stopping Distances</b>				
From 30 mph	32 ft.	37 ft.	29 ft.	33 ft.
From 60 mph	162 ft.	148 ft.	126 ft.	146 ft.
<b>Mileage Range</b>	12.6-15.8	11.0-15.6	12.4-20.4	12.0-18.2
<b>SPECIFICATIONS</b>				
<b>Bore &amp; Stroke</b>	4.001x3.25 in.	4.04x3.31 in.	4.00x3.00 in.	3.75x3.28 in.
<b>Displacement — cu. in.</b>	327	340	302	290
<b>HP at RPM</b>	325 @ 5600	275 @ 5000	230 @ 4800	225 @ 4700
<b>Torque: lbs.-ft. @ RPM</b>	355 @ 3600	340 @ 3200	310 @ 2800	300 @ 3200
<b>Compression Ratio</b>	11.0:1	10.5:1	10.0:1	10.0:1
<b>Transmission</b>	4-speed man.	3-speed auto.	3-speed auto.	4-speed man.
<b>Final Drive Ratio</b>	3.55:1	3.55:1	3.00:1	3.54:1
<b>Carburetion</b>	1 4-bbl	1 4-bbl	1 4-bbl	1 4-bbl
<b>Steering Type</b>	Semi-reversible recirc. ball & nut	Recirculating ball	Recirculating ball & nut	Recirculating ball & nut
<b>Steering Gear Ratio</b>	17.5:1-power	15.7:1-power	16.0:1-power	17.5:1-power
<b>Turning Dia. — Curb-to-Curb</b>	38 ft.	38.7 ft.	39.8 ft.	36 ft.
<b>Wheel Turns — Lock-to-Lock</b>	3.5	3.5	3.5	4.5
<b>Tire Size</b>	7.35x14	E70x14	6.95x14	7.35x14
<b>Brake Type — Std.</b>	Drum	Drum	Drum	Drum
<b>Brake Type — Optional</b>	Front Disc; power drum	Front Disc; power drum	Power front disc.	Front Disc; power drum
<b>Fuel Capacity — Gals.</b>	18	18	16	16
<b>Curb Weight — Lbs.</b>	3445	3120	3145	3193
<b>Body/Frame Constr.</b>	Comb. body/frame	Unit	Unit	Unit
<b>Wheelbase — Ins.</b>	111.0	111.0	110.9	106.0
<b>Front Track — Ins.</b>	59.0	58.1	59.26	56.40
<b>Rear Track — Ins.</b>	58.9	56.3	58.96	55.27
<b>Overall Length — Ins.</b>	189.4	195.4	184.5	181.0
<b>Width — Ins.</b>	72.4	69.7	73.0	70.84
<b>Height — Ins.</b>	54.1	52.8	55.0	53.36

	Chevy II	Dart	Falcon	Rambler
<b>OPTIONS &amp; PRICES</b>				
<b>Mfg.'s Suggested Retail Price</b>	\$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)
<b>Engine Options</b>	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
<b>Automatic Trans.</b>	174.25	185.15	189.66	189.65
<b>4-speed Trans.</b>	184.35	179.15	184.02	184.25
<b>Limited Slip Diff.</b>	42.15	42.35	41.60	38.80
<b>High-perf. Tires</b>	31.35	89.65 std. w/GTS	not offered	55.45
<b>Special Instruments</b>	94.80	not offered	not offered	not offered
<b>Tachometer</b>	incl. above	51.10	not offered	48.05
<b>H.D. Suspension</b>	4.75	std.	not offered	17.15
<b>Custom Wheels</b>	31.60	not offered	not offered	not offered
<b>Front Disc Brakes</b>	100.10	72.95	64.77	97.15
<b>Power Steering</b>	84.30	80.35	84.47	84.40
<b>Adj. Steering Whl.</b>	not offered	not offered	not offered	not offered
<b>AM Radio</b>	61.10	61.55	61.40	61.20
<b>AM/FM Radio</b>	not offered	not offered	181.36	not offered
<b>Air Conditioning</b>	347.60	334.60	360.30	310.80
<b>Rear Window Defroster</b>	21.10	21.30	21.27	not offered
<b>COMMENTS</b>				
<b>We Like</b>	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.
<b>We Don't Like</b>	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.