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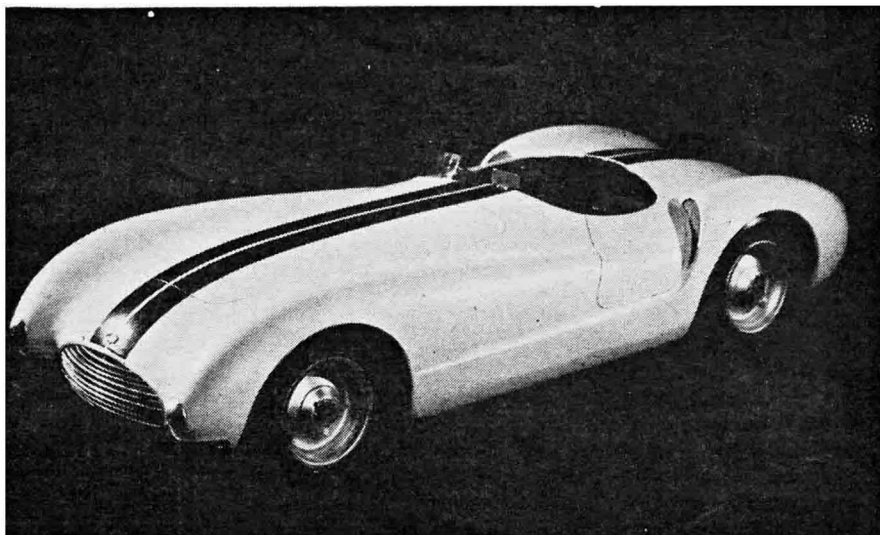
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# OFFY-POWERED CUNNINGHAM

It may lead other U.S. cars to those European circuits



**E**UROPEAN PSYCHIATRISTS have profited little from the neuroses of their car builders who felt themselves threatened by U.S. invasion of international sports car competition. This new Cunningham may help the doctors out. Brief specifications: 4-cylinder, twin-over-

head camshaft, oversquare Offenhauser engine; 270 horsepower at 6000 rpm from 179 cubic inches displacement (just under the new 3-liter limit); magneto ignition; coil spring suspension all around, with ball joints at front and de Dion type at rear; welded steel tube frame.

Continued from page 32

## Mercury Road Test

models have colorful interior trim, definitely more eye-appealing and, of course, more expensive. Mercury's trunk is ample, holding all of test equipment easily. Tire changing is conventional. Exclusive with Mercury in its field is new Multi-Luber powered lubrication system. All chassis bearings are kept lubricated by merely pressing button on instrument panel (see page 52).

**Engine accessibility:** Mercury's new 18-millimeter conical seat sparkplugs are below exhaust manifold, making removal a slight problem. Other engine accessories are located with easy accessibility. Generator and fuel pump are low on block. Battery is forward, well-ventilated. Engine compartment, without usual extra power equipment, is quite roomy.

**Fuel economy:** Rear axle ratio was changed from 3.54 to 3.15, giving higher mileage potential than before. This change possible because of the new kickdown feature of Mercomatic transmission. Results: better fuel economy and, as added bonus, better acceleration and higher top speed—a combination difficult to obtain. Mercury engineers have done it, should be commended. We obtained better mile-

age at all steady speeds except at 30 mph, which brought our overall average back to 16.6 mpg (as against 16.4 last year).

—Fred Bodley

### GENERAL SPECIFICATIONS

**ENGINE:** Ohv V8. Bore 3.75 in. Stroke 3.30 in. Stroke bore ratio 0.880:1. Compression ratio 7.6 to 1. Displacement 292 cu. in. Advertised bhp 188 @ 4400 rpm. Bhp per cu. in. 0.644. Piston travel @ max. bhp 2420 ft. per min. Max. bmep 141.5 psi. Max. torque 274 ft.-lb. @ 2400 rpm.

**DRIVE SYSTEM:** STANDARD transmission is 3-speed synchromesh using helical gears. RATIOS: 1st 2.49, 2nd 1.59, 3rd 1.00, reverse 3.15. AUTOMATIC transmission is Mercomatic, 3-element torque converter with planetary gears. RATIOS: Drive 1.47 x converter ratio and torque converter only (2.40, 1.47 and converter only, at full throttle through downshift detent); Low, 2.40 x converter ratio; Reverse, 2.00 x converter ratio. Maximum converter ratio at stall 2.1. OVERDRIVE transmission is standard shift with planetary gears. RATIO: 0.7.

**REAR AXLE RATIOS:** Standard 3.73, 4.09 optional; Mercomatic 3.15, 3.54 optional; Overdrive 4.09, 3.73 optional.

**DIMENSIONS:** Wheelbase 119 in. Tread 58 front, 59 rear. Wheelbase/tread ratio 2.05:1. Overall width 76.4 in. Overall length 206.3 in. Overall height (empty) 63.1 in. Turning diameter 42.4 ft. Turns lock to lock 5.25. Test car weight 3790 lbs. Test car weight/bhp ratio 20.2:1. Weight distribution 56% front, 44% rear. Tire size 7.10 x 15 tubeless.

**PRICES:** (Including suggested retail price at main factory, federal tax, and delivery and handling charges, but not freight) CUSTOM 2-door sedan \$2218, 4-door sedan \$2277, hardtop \$2341, 4-door station wagon \$2686. MONTEREY 4-door sedan \$2400, hardtop \$2465, 4-door station wagon \$2844. MONTCLAIR hardtop \$2631 and \$2712 (plastic top), convertible \$2712.

**ACCESSORIES:** Mercomatic \$190, overdrive \$110, power package \$43, radio \$97, heater \$73, power steering \$108, power brakes \$41, power seat \$70, power windows \$103, air conditioning \$594.

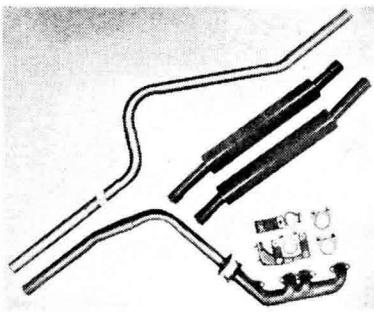
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