

THE THIRD ANNUAL

Car and Driver Readers' Choice Winners!

• Our Readers' Choice poll is bigger and better than ever. Needless to say, the '66 edition set a new record for reader participation, with 34,560 ballots counted—up 12.3% over last year, which was, in turn, more popular than the year before. It's becoming an annual fixture with so many of our regular readers that certain patterns are beginning to emerge.

The Volkswagen is apparently unbeatable in the Economy Sedan class, having won it three years in a row. The Corvair (Compact Sedan), Jaguar 3.8 (Intermediate Sedan), Pontiac Bonneville (Full-Size Sedan), Pontiac GTO (Intermediate Sports Sedan), and the Ferrari (GT/Sports Over \$7000) are also three-time winners . . . and with competition getting stronger every year, that's quite a hat-trick.

The Ford Cortina GT/Lotus (Sports Sedan), Mustang (Compact Sports Sedan), Triumph Spitfire (GT/Sports Under \$2500), and Chevrolet Corvette Sting Ray (Best Value for the Money) have won two years in a row. New to the winners' circle are the Buick Riviera Gran Sport (Full-Size Sports Sedan), Cobra 427 (GT/Sports \$3500-\$7000), and the Oldsmobile Toronado, which scored a double victory (Best All-Around Car, and Luxury/Personal Car).

Of the 15 class winners, six are imports and nine are made over here (counting Carroll Shelby's Cobra as American). Taking the top five in each class, 42 are imported and 33 are American-made, so the balance approximates our editorial feelings.

In fact, it's remarkable that the views of you, our readers, so closely parallel our own. We wouldn't have it any other way.

BEST ECONOMY SEDAN

| | |
|-----------------|-------|
| Volkswagen 1300 | 28.8% |
| MG 1100 | 16.4% |
| Volkswagen 1600 | 14.5% |
| Ford Cortina | 11.2% |
| Renault R-8 | 5.1% |

BEST COMPACT SEDAN

| | |
|------------------------|-------|
| Chevrolet Corvair | 24.4% |
| Volvo 122-S | 14.8% |
| Mercedes-Benz 200, 230 | 10.7% |
| Rover 2000 | 10.1% |
| BMW 1800 | 7.6% |

BEST INTERMEDIATE SEDAN

| | |
|--------------------------|-------|
| Jaguar 3.8 | 25.0% |
| Mercedes-Benz 250, S, SE | 15.9% |
| Pontiac Tempest | 15.0% |
| Chevrolet Chevelle | 11.1% |
| Ford Fairlane | 8.3% |

BEST FULL-SIZE SEDAN

| | |
|--------------------------|-------|
| Pontiac Bonneville | 17.9% |
| Ford Galaxie | 15.1% |
| Chrysler New Yorker, 300 | 13.4% |
| Chevrolet Impala | 11.4% |
| Buick Electra 225 | 8.3% |

BEST SPORTS SEDAN

| | |
|----------------------------|-------|
| Ford Cortina GT, Lotus | 28.7% |
| Alfa Romeo Giulia TI Super | 27.7% |
| Austin Mini-Cooper S | 17.4% |
| BMW 1800 TI | 12.1% |
| SAAB 850 GT | 6.3% |

BEST COMPACT SPORTS SEDAN

| | |
|-------------------------|-------|
| Ford Mustang 289 | 43.4% |
| Chevrolet Corvair Corsa | 27.3% |
| Plymouth Barracuda 273 | 11.4% |
| Chevrolet Chevy II 327 | 10.4% |
| Dodge Dart GT | 4.6% |

BEST INTERMEDIATE SPORTS SEDAN

| | |
|---------------------------|-------|
| Pontiac GTO | 28.6% |
| Jaguar 3.8 S-Type | 16.2% |
| Chevrolet Chevelle SS 396 | 11.6% |
| Dodge Coronet Hemi | 8.1% |
| Ford Fairlane GT | 7.1% |

BEST FULL-SIZE SPORTS SEDAN

| | |
|-------------------------|-------|
| Buick Riviera GS | 37.9% |
| Pontiac 2+2 | 16.1% |
| Ford Galaxie 427 | 13.2% |
| Chevrolet Impala SS 427 | 11.8% |
| Plymouth Sport Fury | 7.3% |

BEST GRAND TOURING/SPORTS CAR (under \$2,500)

| | |
|--------------------------------|-------|
| Triumph Spitfire | 32.1% |
| Austin-Healey Sprite/MG Midget | 23.9% |
| Sunbeam Alpine | 19.5% |
| Morgan 4/4 | 11.4% |
| Volkswagen Karmann-Ghia 1300 | 7.5% |

BEST GRAND TOURING/SPORTS CAR (2,500-\$3,500)

| | |
|-----------------------------|-------|
| Sunbeam Tiger | 31.1% |
| Triumph TR-4A | 19.7% |
| Alfa Romeo Giulia Spider/GT | 13.9% |
| Austin-Healey 3000 | 11.3% |
| MG-B | 9.4% |

BEST GRAND TOURING/SPORTS CAR (\$3,500-\$7,000)

| | |
|------------------------------|-------|
| Cobra 427 | 29.6% |
| Chevrolet Corvette Sting Ray | 20.5% |
| Porsche 911/912 | 15.8% |
| Jaguar XK-E | 15.5% |
| Lotus Elan | 4.8% |

BEST GRAND TOURING/SPORTS CAR (Over \$7,000)

| | |
|------------------------------------|-------|
| Ferrari 275, 330, 500 Superamerica | 55.0% |
| Aston-Martin DB-6 | 25.5% |
| Maserati 3500 GT | 8.9% |
| Lamborghini 350 GTV | 4.6% |
| ISO-Rivolta | 2.1% |

BEST LUXURY AND PERSONAL CAR

| | |
|---------------------------|-------|
| Oldsmobile Toronado | 18.7% |
| Rolls-Royce Silver Shadow | 13.8% |
| Mercedes-Benz 600 | 13.3% |
| Buick Riviera | 9.7% |
| Lincoln Continental | 8.5% |

BEST ALL-AROUND CAR

| | |
|------------------------------------|------|
| Oldsmobile Toronado | 6.8% |
| Porsche 911/912 | 5.9% |
| Pontiac GTO | 4.8% |
| Ferrari 275, 330, 500 Superamerica | 4.6% |
| Aston Martin DB-6 | 3.7% |

BEST VALUE FOR MONEY

| | |
|------------------------------|-------|
| Chevrolet Corvette Sting Ray | 11.7% |
| Ford Mustang 289 | 5.8% |
| Pontiac GTO | 4.0% |
| Porsche 911/912 | 4.0% |
| Volkswagen 1300 | 3.9% |

READERS' CHOICE WINNERS



ALL ILLUSTRATIONS IN THIS SECTION BY KEN DALLISON

Jaguar 3.8 MK2

BEST INTERMEDIATE SEDAN

For as long as we've been running the Reader's poll, the 3.8 MK 2 has been going up against the best intermediate-sized sedans in the world and winning handily. Last year it gathered 21.4% of the votes in its category, while in 1966 it reinforced its claim on first place by increasing its share of the total vote to 25.0%. The entire Jaguar line has been consistently popular with *C/D* readers, but only the MK2 has remained supreme in its particular category. Surprisingly, its sportier sister car, the 3.8S, has never won—despite its slightly higher performance—though the ultrachic XK-E has come off a winner on two previous occasions.

ENGINE TYPE: DOUBLE OVERHEAD CAMSHAFT IN-LINE SIX. BORE: 3.42 IN. STROKE: 4.17 IN. DISPLACEMENT: 231 CU. IN. HORSEPOWER: 220 @ 5500 RPM. TORQUE: 260 LBS/FT @ 4000 RPM. WHEELBASE: 107.4 IN. TRACK: 55 IN. (F), 53.4 IN. (R). BRAKES: 4-WHEEL DISC.

Volkswagen 1300

BEST ECONOMY SEDAN

Don't ever bet against the Volkswagen—or vote against it, for that matter. For the three years that we've been running the Readers' Choice, the Volkswagen has been clicking off victories as the Best Economy Sedan as easily as it has been disposing of its competition in the marketplace. The 100cc increase in displacement, and the subsequent name change from "1200" to "1300" apparently increased the Volkswagen's popularity with *C/D* readers, because the VW's winning share of votes jumped from 27.5% in 1965 to 28.8% in 1966. If this keeps up, we just may have to retire the trophy in this category in behalf of the unbeatable beetle.

ENGINE TYPE: AIR-COOLED FLAT-FOUR. BORE: 3.03 IN. STROKE: 2.72 IN. DISPLACEMENT: 78.4 CU. IN. HORSEPOWER: 50 @ 4600 RPM. TORQUE: 68.7 LBS/FT @ 2600 RPM. WHEELBASE: 94.5 IN. TRACK: 51.4 IN. (F), 51.2 IN. (R). BRAKES: 9-IN. DRUMS.



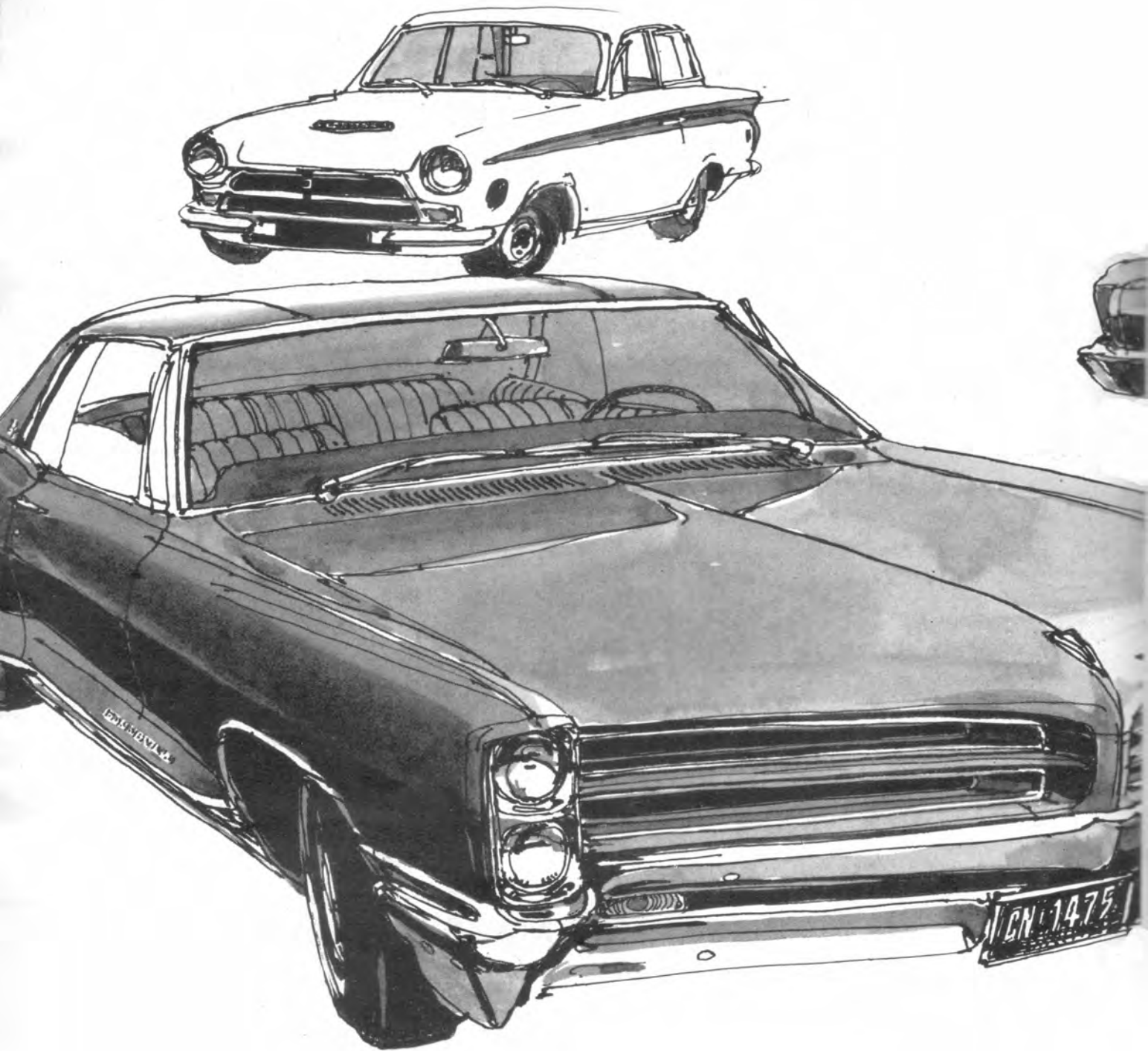
Chevrolet Corvair

BEST COMPACT SEDAN

It's kind of comforting to know that *C/D* readers are too discriminating a lot to pay much attention to what the daily press says (or implies) about automobiles. If you did, it's highly unlikely that 24.4% of you would have bothered to vote in favor of the Corvair as the Best Compact Sedan of 1966, because a lot of people are going around making veiled references to the Corvair as some sort of four-wheel killer. The flurry of national publicity that was forthcoming over the lawsuits against GM, charging them with negligence in designing the Corvair, hasn't helped the car's sales, but you enthusiasts still support it. And rightly so.

ENGINE TYPE: AIR-COOLED FLAT-SIX. BORE: 3.43 IN. STROKE: 2.94 IN. DISPLACEMENT: 164 CU. IN. HORSEPOWER: 95 @ 3600 RPM. TORQUE: 154 LBS/FT @ 3600 RPM. WHEELBASE: 108 IN. TRACK: 55 IN. (F), 57.2 IN. (R). BRAKES: 4-WHEEL DRUMS. WEIGHT: 2485 LBS.

READERS' CHOICE WINNERS



Ford Cortina, GT, Lotus

BEST SPORTS SEDAN

For the second consecutive year, you readers have selected the Cortina GT and its twin-cam Lotus derivative as the best Sports Sedan. Thanks to a dazzling competition record here and on the Continent, the Ford Cortina has gathered a tremendous following during the past several seasons. Utilizing a good power-to-weight ratio and proper gearing, the showroom stock Cortina GT is a magnificent highway performer—faster in terms of dollar value than almost any other car of its size—and this is probably the most important single reason for its Readers' Poll popularity.

ENGINE TYPE: WATER-COOLED IN-LINE 4-CYLINDER. BORE: 3.19 IN. STROKE: 2.86 IN. DISPLACEMENT: 91.5 IN. HORSEPOWER: 85 @ 5200 RPM. (LOTUS: 105 HP @ 5200 RPM) TORQUE: 97 LBS./FT @ 3600 RPM. BRAKES: DISC FRONT, DRUM REAR. WEIGHT: 1875 LBS.



Ford Mustang 289

BEST COMPACT SPORTS SEDAN

The Mustang had to be the greatest single thing to happen to the Ford Motor Company since Henry decided to build the Model T. And it was a pretty nice thing to have happen to American automotive enthusiasts too, because they've taken to the Mustang with unprecedented enthusiasm ever since it was introduced in 1964. Mustang has won its category for two consecutive years, and it might have made it three straight except that it hadn't been introduced when the first Readers' Choice Poll appeared in early 1964. Performance and sharp styling that appeals to both the sports car set and the teen-age crowd remain the primary reasons for its great popularity.

ENGINE TYPE: WATER-COOLED V-8. BORE: 4.0 IN. STROKE: 2.87 IN. DISPLACEMENT: 289 CU. IN. HORSEPOWER: 225 @ 4800 RPM. TORQUE: 305 LBS./FT @ 3200 RPM. WHEELBASE: 108 IN. TRACK: 56 IN. (F & R). BRAKES: DISC FRONT, DRUM REAR. WEIGHT: 1865 LBS.

Pontiac Bonneville

BEST FULL-SIZE SEDAN

The general level of design and engineering has increased immensely in the area of full-size domestic sedans in recent years, and the big Pontiacs have been in the vanguard of this movement. For the most part, Detroit has moved away from the position that large automobiles should be ungainly and ill-handling to appeal to the mass market and now many big cars, like the Pontiac Bonneville, have a pleasant balance between ride softness and roadability. Because the Bonneville couples acceptable handling with striking styling and better-than-average workmanship at a reasonable price, it stands to reason that it would be a repeat winner in our poll.

ENGINE TYPE: WATER-COOLED V-8. BORE: 4.06 IN. STROKE: 3.74 IN. DISPLACEMENT: 389 CU. IN. HORSEPOWER: 325 @ 4800 RPM. TORQUE: 429 @ 2400 RPM. WHEELBASE: 124 IN. TRACK: 63 IN. (F), 64 IN. (R). BRAKES: 4-WHEEL DRUMS. OVERALL LENGTH: 221 IN.

READERS' CHOICE WINNERS

Triumph Spitfire

BEST GRAND TOURING/SPORTS CAR (under \$2500)

A combination of neat small-car styling and flexible low-speed performance made the winning difference for the second consecutive year for the Triumph Spitfire. A real favorite among economy-minded sports car buffs, the Spitfire was chosen in the poll over the extremely popular MG Midget and Austin-Healey Sprite. The Spitfire utilizes a swing-axle rear suspension that gives it an important selling point over the competition, all of which have to rely on rather prosaic solid-axle setups. This feature, coupled with all of the standard bits and pieces that will convince anyone that he's John Surtees, for under \$2200, make the Spitfire an obvious winner.

ENGINE TYPE: WATER-COOLED IN-LINE 4. BORE: 2.73 IN. STROKE: 2.99 IN. DISPLACEMENT: 68 CU. IN. HORSEPOWER: 63 @ 5750 RPM. TORQUE: 67 LBS/FT @ 3500 RPM. WHEELBASE: 83 IN. BRAKES: DISC FRONT, DRUM REAR. OVERALL LENGTH: 145 IN. WEIGHT: 1560 LBS.

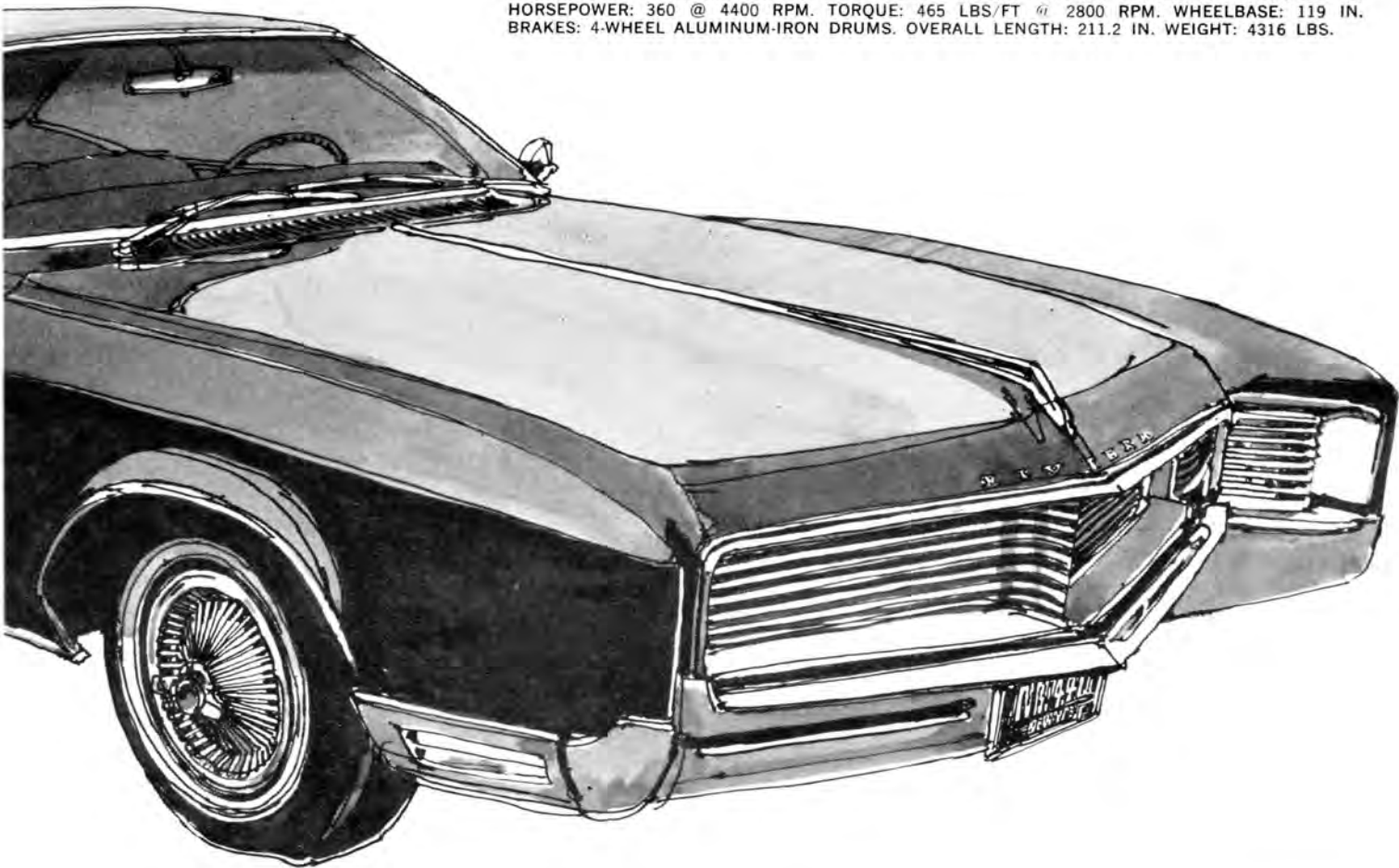


Buick Riviera GS

BEST FULL-SIZE SPORTS SEDAN

A new winner in the Readers' Poll, the ultra-sleek Riviera Gran Sport is a neat combination of style, comfort and performance—a sort of All-American grand touring car. The really stunning appearance of the Riviera, coupled with its superlative handling, has apparently earned it a niche in the accepted pecking order of enthusiast vehicles, because it received one of the highest percentages of votes in the entire poll. In doing so, it managed to beat out such impressive Detroit performers as the Pontiac 2 + 2 and the Ford Galaxie 427. The Riviera GS, with its heavy-duty suspension and outstanding brakes, has to be a deserving winner.

ENGINE TYPE: WATER-COOLED V-8. BORE: 4.06 IN. STROKE: 3.75 IN. DISPLACEMENT: 425 CU. IN. HORSEPOWER: 360 @ 4400 RPM. TORQUE: 465 LBS/FT @ 2800 RPM. WHEELBASE: 119 IN. BRAKES: 4-WHEEL ALUMINUM-IRON DRUMS. OVERALL LENGTH: 211.2 IN. WEIGHT: 4316 LBS.



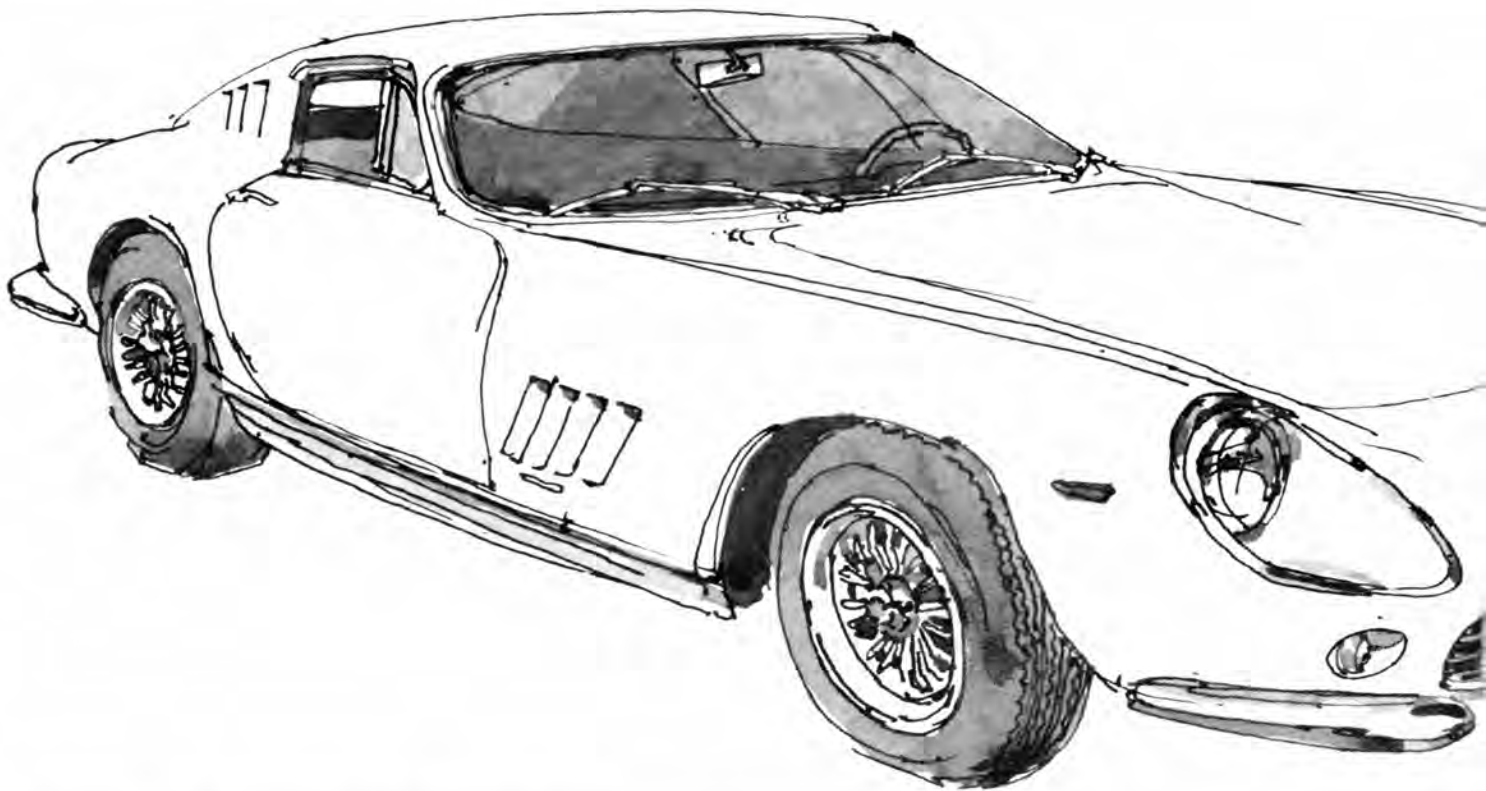
Pontiac GTO

BEST INTERMEDIATE SPORTS SEDAN

Another three-time winner in the Readers' Choice, the GTO is one of those rare automobiles that has managed to gain acceptance within all of the little specialized realms of automotive enthusiasts. A great favorite among the drag racing and teen-time drive-in set, the GTO is also respected among mature high-performance buffs because of its dazzling power and above-average handling. Pontiac has scored almost perfectly in its effort to make the GTO "feel" sporting, and in a matter of three years, the car has become synonymous everywhere with hot. And you, the *C/D* readers, were among the very first to get the message.

ENGINE TYPE: WATER-COOLED V-8. BORE: 4.06 IN. STROKE: 3.75 IN. DISPLACEMENT: 389 CU. IN. HORSEPOWER: 360 @ 5200 RPM. TORQUE: 424 LBS/FT @ 3600 RPM. WHEELBASE: 115 IN. BRAKES: FOUR-WHEEL DRUMS. OVERALL LENGTH: 206.4 IN.

READERS' CHOICE WINNERS



Ferrari 275, 330, 500 Superamerica

BEST GRAND TOURING/SPORTS CAR (over \$7000)

It probably isn't fair letting the Ferrari run against *anything* in a poll like this, because it has to be a hands-down winner. But we had to put it somewhere, so this year we devised a category full of the finest and most expensive sports cars in the world. It didn't make any difference, because the GTB racked up the highest percentage of votes of any winner while dispatching such prestigious machines as the Aston Martin DB-6 and the Maserati 3500GT in the process. The Ferrari reputation for automotive excellence in the high-performance realm is beyond compare, and every year it becomes more evident in the Readers' Poll results.

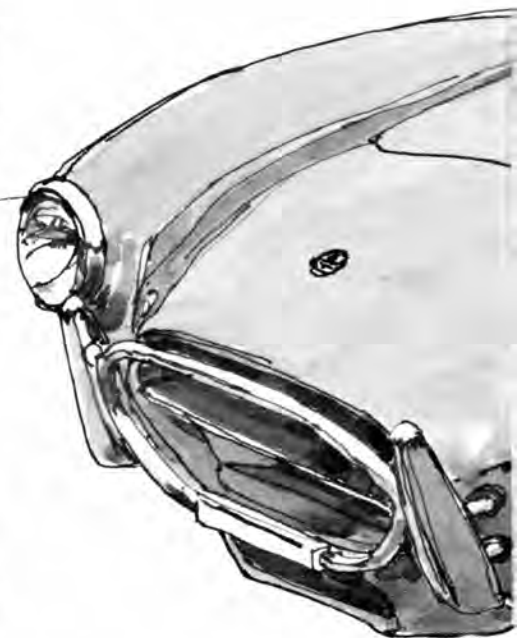
ENGINE TYPE: WATER-COOLED V-12. BORE: 3.04 IN. STROKE: 2.31 IN. DISPLACEMENT: 200 CU. IN. HORSEPOWER: 310 @ 7500 RPM. TORQUE: 217 LBS/FT @ 5000 RPM. WHEELBASE: 94.5 IN. BRAKES: FOUR-WHEEL DISC. OVERALL LENGTH: 171 IN. WEIGHT: 2550 LBS.

Cobra 427

BEST GRAND TOURING/SPORTS CAR (\$3500 to \$7000)

Who can argue with the selection of the Cobra 427 as the best middle-priced sports car in the world? After the old 289 Cobra ran in the shadow of the Jaguar XK-E and the Corvette Sting Ray for the first two years of the Readers' Choice, the new Cobra, complete with a magnificent independent suspension and an abundantly powerful Ford 427 cubic inch engine, walked off with the big prize on its first try. Surely the burliest, meanest-looking automobile in the world, the Cobra is a beautiful combination of all that is exciting in open-road sports motoring and latter-day American car power and reliability.

ENGINE TYPE: WATER-COOLED V-8. BORE: 4.24 IN. STROKE: 3.78 IN. DISPLACEMENT: 427 CU. IN. HORSEPOWER: 485 @ 6500 RPM. TORQUE: 480 LBS/FT @ 3500 RPM. WHEELBASE: 90 IN. BRAKES: FOUR-WHEEL DISC. OVERALL LENGTH: 156 IN. WEIGHT: 2529.



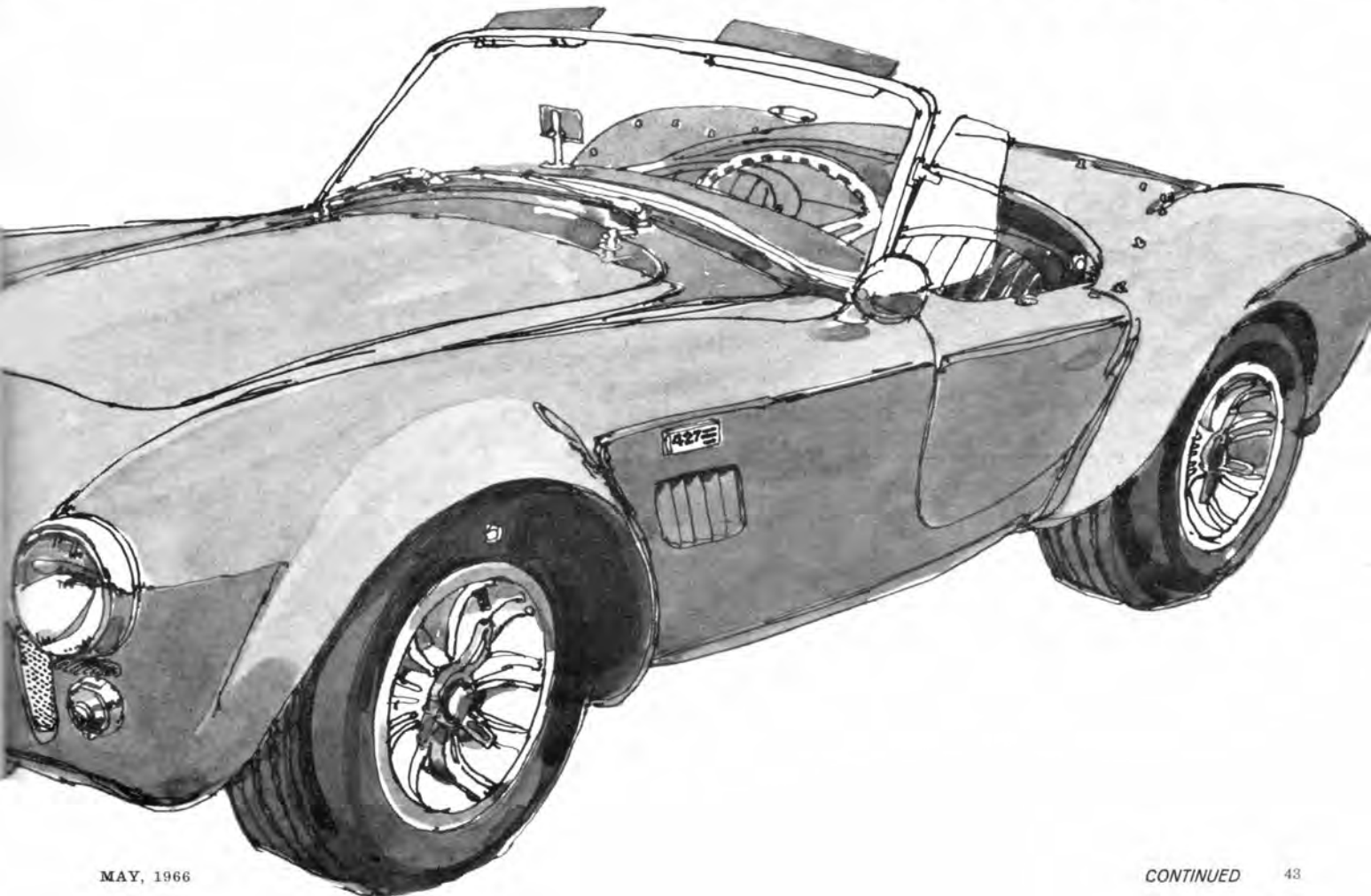


Sunbeam Tiger

BEST GRAND TOURING/SPORTS CAR (\$2500 to 3500)

Installing American V-8 engines of various sizes in English roadster chassis has been extremely popular for some time now, but only two models, the Cobra and the Sunbeam Tiger, have ever made it big on the American automotive scene. Uniquely, both of them are winners in the Readers' Choice. With the Tiger, a 260 cu. in. Ford V-8 turns an otherwise average English sports car into a genuinely exciting vehicle. The conversion to American power is an especially successful one, and the Tiger has a feeling of tautness that is missing in many sports cars of its size. The price is right, power and performance are fine—the Tiger's here to stay.

ENGINE TYPE: WATER-COOLED V-8. BORE: 3.80 IN. STROKE: 2.87 IN. DISPLACEMENT: 260 CU. IN. HORSEPOWER: 164 @ 4400 RPM. TORQUE: 285 LBS/FT @ 2200 RPM. WHEELBASE: 86 IN. BRAKES: DISC FRONT, DRUMS REAR. OVERALL LENGTH: 155.5 IN. WEIGHT: 2730 LBS.



READERS' CHOICE WINNERS



Chevrolet Corvette Sting Ray

BEST VALUE FOR THE MONEY

For the second year in a row, the Corvette Sting Ray has come off with one of the most prestigious wins in the Readers' Choice: the best value for the money *regardless* of price. This means the beautifully engineered and styled grand touring car from Chevrolet had to beat out such universal favorites as the Mustang, the GTO, the Porsche 911/912 and the Volkswagen 1300, and that is adequate testimony to its acceptance on the part of automotive enthusiasts everywhere. Having undergone over a decade of steady development by Chevrolet, the Sting Ray now ranks as one of the world's great automobiles, and the best may be yet to come.

ENGINE TYPE: WATER-COOLED V-8. BORE: 4.25 IN. STROKE: 3.76 IN. DISPLACEMENT: 427 CU. IN. HORSEPOWER: 425 @ 5600 RPM. TORQUE: 460 LBS/FT @ 4000 RPM. WHEELBASE: 98 IN. BRAKES: FOUR-WHEEL VENTED DISC. OVERALL LENGTH: 175.1 IN.

Oldsmobile Toronado

BEST ALL AROUND CAR
BEST LUXURY AND PERSONAL CAR

We've pictured the Oldsmobile Toronado in two views to symbolize its pair of victories in the Readers' Choice. One win came in the highly competitive Luxury Car class, where it out-pollled such hallowed names as the Rolls-Royce Silver Shadow and the Mercedes-Benz 600. Its selection as the Best All-Around Car is even more exciting, because it indicates that C/D readers realize the potential for the practical application of front-wheel drive in automobiles of all types. The Toronado is a pioneer in many senses, and the fact that it pulled off the only double win in the 1966 balloting is both a credit to its worth and to you, the readers.

ENGINE TYPE: WATER-COOLED V-8. BORE: 4.13 IN. STROKE: 3.97 IN. DISPLACEMENT: 425 CU. IN. HORSEPOWER: 385 @ 4800 RPM. TORQUE: 475 LBS/FT @ 3200 RPM. WHEELBASE: 119 IN. BRAKES: FOUR-WHEEL DRUM. OVERALL LENGTH: 211 IN. TRACK: 63 IN. (F), 63 IN. (R). WEIGHT: 4496 LBS.



