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ROAD TEST

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FIRST EXPOSURE - *Corvair Law Suits*



4 MUSTANGS

**POLICE
test 1966**

**CHEVROLET
FORD
PLYMOUTH
DODGE
OLDSMOBILE**

**FIAT
SPIDER**

**DODGE CHARGER
TOYOTA AUTOMATIC
CHEVELLE 396 HONDA
SUPER 90**

SMOG

the creeping

pollution menace

ROAD TEST

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ROAD TEST RATINGS

A ROAD TEST Rating is part of the car reports in this magazine. Each rating describes the comparable standing of the vehicle as based on design factors and performance results. For visual comparison purposes, these ratings are displayed as a point on a dial indicator. Each dial is numbered from zero to ten and indicates each rating as compared with all other production vehicles sold in the U.S.

Six dials are used to rate the areas of performance considered to be most important. These are used to arrive at an over-all rating in a seventh dial. Because each category is not equal in its over-all importance, each is figured at a separate percentage. The Brake Rating constitutes 25%, Tire and Handling Ratings 20% each, Economy and Power ratings 15% each, and Utility Rating constitutes 5% of the whole.

BRAKE RATING: Based on the weight of the car as compared with the swept brake area, modified according to test results which demonstrate the brake's effectiveness in combination with the car's suspension action. Standard original equipment tires inflated to factory recommended pressures are used for brake tests.

TIRE RATING: Based on the recommended tire loading published in the Tire and Rim Ass'n. manual as compared with the weight of the vehicle and manufacturer's recommended maximum loads. If no max. load is given by the manufacturer, a load based on

150 lbs. per person plus 40 lbs. per person luggage is used. Only standard original equipment tires inflated to factory-recommended pressures are rated.

HANDLING RATING: Determined by testing the vehicle's ability to negotiate a given course at varying predetermined speeds. It includes acceleration and braking in up and down hill corners plus top speed cornering. The car is graded on its controllability while operating at the margin of adhesion. All test vehicles are equipped with standard suspension, shocks, brakes and tires.

ECONOMY RATING: Derived from average gas mileage, piston travel per mile, horsepower as compared with the engine size and vehicle weight, cost of replacement parts, cost of specialized labor, general design practices and material quality. Resale value is not considered due to possible inaccuracies in predictions.

POWER RATING: Based on the vehicle's zero to sixty m.p.h. acceleration time in combination with its fifty to seventy-five m.p.h. acceleration time.

UTILITY RATING: Indicates the efficiency of use of interior space, primarily for passenger comfort and secondarily for hauling purposes. A small car can receive as high a rating as a large car if the internal space has been designed to give the driver and passengers good comfort and if storage and trunk areas are useable and represent large volumes of space as compared to the car's overall size.