

CAR LIFE ROAD TEST

*This Singular
Car Now
Becomes
Plymouth Plural*

THE PLURAL of Barracuda is likewise. This fact really didn't cause confusion or concern for so long as Chrysler-Plymouth built only that single sort of Barracuda, the fastback. Now there are three Barracuda—familiar fastbacks and newly introduced hardtops and convertibles.

The reason for this multiplicity of sleek, sporting Barracuda is quite apparent in sales statistics for the other Ponycars—Mustang, primarily, and Camaro and Cougar. Barracuda in the recent past have sold at a slower rate than the other Ponycars. Plymouth, therefore, desires deeper—and more profitable—penetration into this healthy segment of the automobile market.

Plymouth's plan of attack is eminently clear. The strategy is to build a full series of small cars offered with a broad variety of engine, trim and suspension options, in order for them to appeal to a much wider range of potential buyers. Thus Plymouth, with a somewhat late start, for 1967 has expanded Barracuda body, engine and

option availability to attract almost every taste and every purse.

With three body styles, Barracuda matches the offerings of Mustang, which also may be purchased in fastback, hardtop and convertible configurations. Camaro and Pontiac's new Firebird are limited to hardtops and convertibles. Cougar is offered only as a hardtop coupe.

Where three engines formerly were offered to power Barracuda, now there are four. The list includes a basic 225-cu. in./145-bhp Six, the 273-cu. in. V-8 in 2-barrel carbureted 180-bhp and 4-barrel carbureted 235-bhp trim, and the 383-cu. in./280-bhp V-8 in 4-barrel carbureted form, handed down from the larger Chrysler-Plymouth car lines. The resemblance in engine assortment for Barracuda seems closest to that published for Mustang.

Along with an additional engine and new bodies, Plymouth offers a broad slate of transmissions, tires, rear axles, wheels, interior and exterior trim, brakes and suspension components for factory installation to meet, and, in

some cases, surpass the catalogs of other manufacturers. Thus Barracuda can be a Plain Jane Six or furious large-displacement fastback.

CAR LIFE testers were provided opportunity to live with two sample combinations from the Barracuda body/engine/suspension/option catalog—the 225-cu. in./145-bhp Six in a modestly adorned hardtop coupe, and a 273-cu. in./235-bhp V-8 in a fastback body which, underneath and inside, had been given the so-called "Formula S" performance/preening treatment.

Both cars showed merit, but for vastly different reasons. The two were so disparate in performance and purpose that each must be treated separately within the confines of this single road test/product report.

But, first, togetherness. The cars—either and/or both—displayed clean sleekness of line, tightness of panel fit, greater attention to manufacturing detail, and evidence of more careful thought and thoroughness in product planning. The cars—either and/or

both—within their separate and quite distant frames of reference, were fairly priced, clear in purpose and reasonable in performance. The cars—either and/or both—also were affected by certain shortcomings.

By itself, the new 2-door hardtop coupe body is Barracuda forward, distinctively complete with separated grille openings and the identifying amber lamps which remain aglow when headlights are switched on. In the straight-on front view, the hardtop coupe Barracuda, in short, is indistinguishable from the fastback.

AS ACCOMPANYING illustration shows, however, the profiles of the two body styles are markedly dissimilar. The fastback's roofline is one, long, unbroken curve of glass and steel from windshield header to squared-off rear panel. The hardtop's roofline and flattened luggage compartment deck curvature are separated by the compound arcs of an in-curving, out-curving rear window. Where the fastback's lines remain distinctive, the hardtop's con-

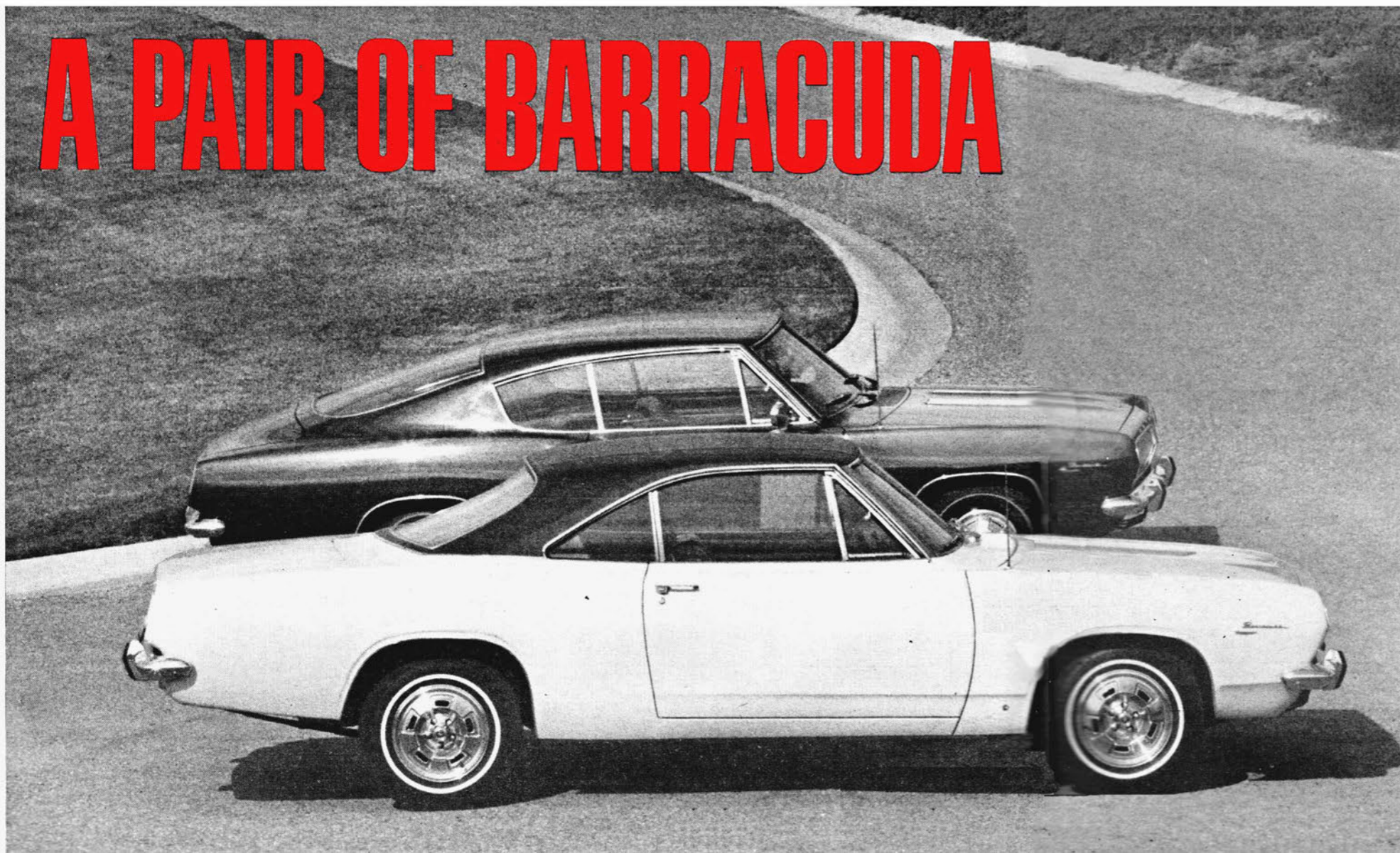
figuration must be judged as merely conventional.

The hardtop Six tested by CL was light cream in color, with a black vinyl top, carried optional wheel covers and bumper guards, and was fitted inside with toasty gold vinyl upholstery and nylon carpeting. Standard bench seats, with a fold-down center armrest for front seat passengers, and a standard column-mounted transmission range selector lever are features of the Barracuda Six. Instruments are contained in three circular dials, directly in front of the driver, with speedometer/odometer to the left, optional vacuum gauge center, and temperature and fuel gauges and warning lights to the right.

At \$3222, with air conditioning, special trim and an AM radio, the price seemed fair for this 6-cyl. package. But to determine if the buyer of the modestly adorned, temperature-tempered Barracuda hardtop really gets his money's worth, additional analysis of its performance is necessary.

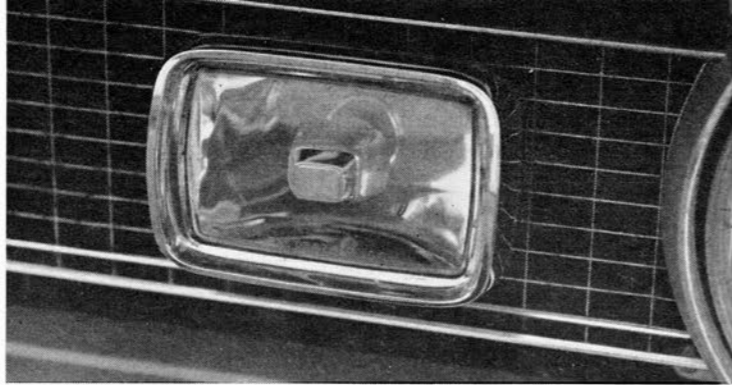
The 225-cu. in. Six engine with 3.23:1 rear axle gearing, proved a fine

A PAIR OF BARRACUDA

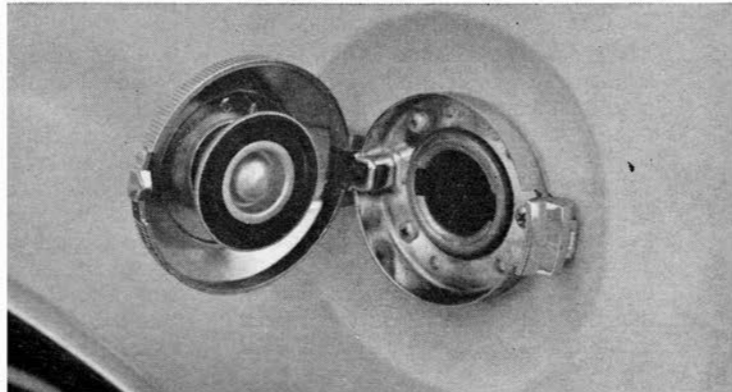


SCOTT MALCOLM PHOTOS





AMBER RUNNING lamps, switched on with headlights, flip top filler cap are Barracuda trademarks. Adequate trunk space, vulnerable filler pipe arrive with the hardtop.



A PAIR OF BARRACUDA

cruiser, but not a dragway performer. Maximum bhp with this engine occurs at 4000 rpm (97 mph); maximum torque 215 lb.-ft., comes at 2400 rpm (59 mph). Thus it can be seen the basic Six engine always is working toward maximum horsepower, yet for most purposes operates efficiently at the

peak of the torque curve at relatively low rpm. In practice, these factors provide acceleration to almost 70 mph in 19.4 sec. within only a quarter-mile space, and deliver very smooth highway travel at a relatively relaxed 2800 rpm, on the down slope of the torque peak. However, from 70-80 mph or so, the engine begins to labor heavily if pressed toward maximum horsepower and speed. City streets, stop-and-go traffic, rush-hour freeway congestion all were met and mastered with ease by the gentle, docile 225 Six.

In both the hardtop Six and fastback 273-cu. in. Barracuda, the transmission installed was the TorqueFlite 3-speed, regarded by many, *CL* testers

included, as the best of all U.S.-made automatics. Gearing for each car, first through third, was 2.45, 1.45 and 1.00. Standard with the Six is a 3-speed manual gearbox with ratios of 2.95, 1.83 and 1.00. Available with the 273-cu. in. V-8 are the standard 3-speed ratios of 3.02, 1.76 and 1.00, and the optional 4-speed with ratios of 2.66, 1.91, 1.32 and 1.00. The 4-speed available with the 383-cu. in. V-8 employs the latter gearing.

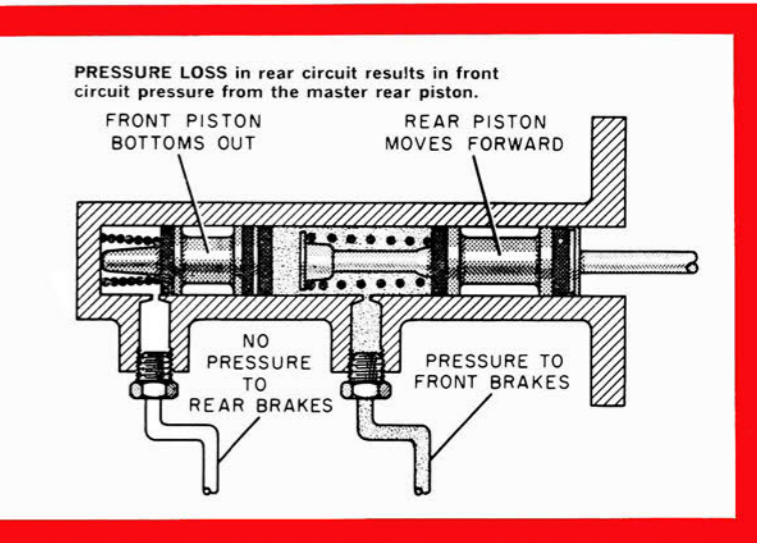
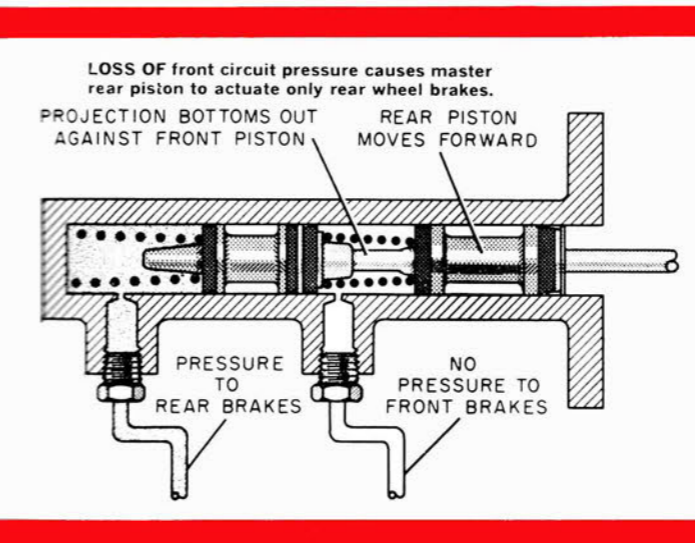
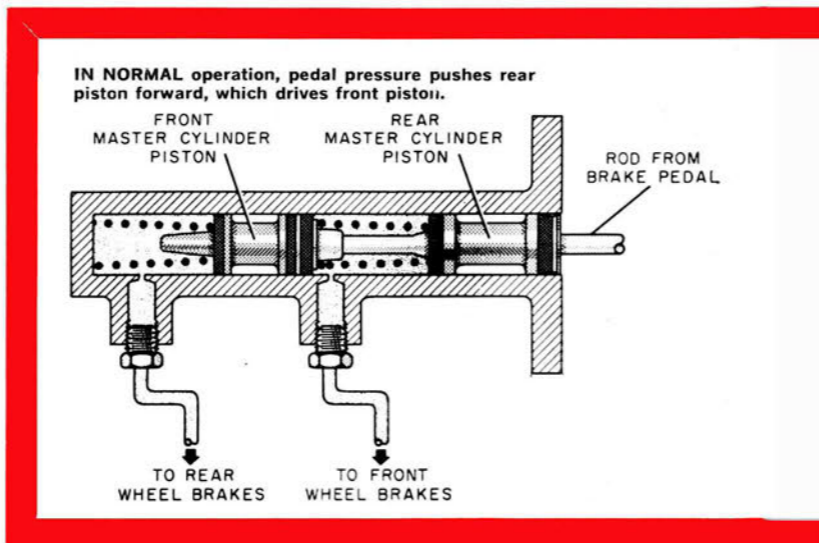
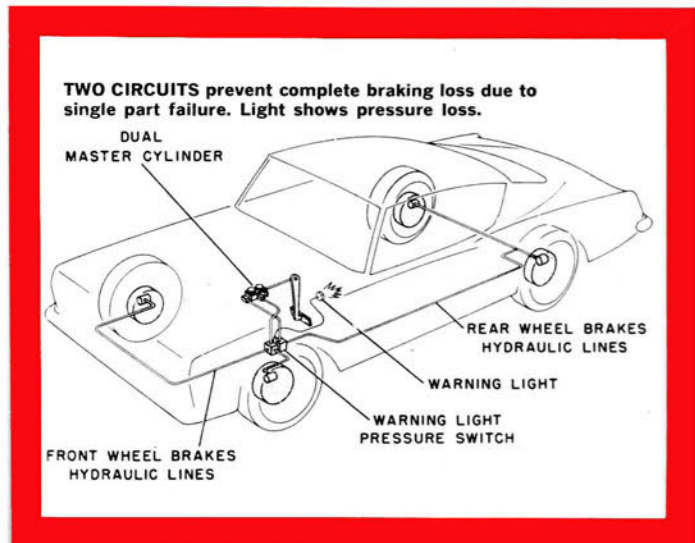
The hardtop Six's rear axle was of the conventional hypoid variety, while the 273-cu. in. fastback, also equipped with the 3.23 axle ratio, was fitted with a torque bias limited-slip differential. On comparison, the limited-slip unit

is to be preferred because sand, oil, ice or water could set one wheel spinning while the other made no tractive effort. The fastback's limited-slip unit insured even delivery of power to each rear wheel and greatly minimized wheel-spin—now out of fashion among automotive enthusiasts. Optional axle ratios available for Barracuda are 2.93 in a conventional differential, and, for the enthusiast, 3.55 and 3.91 in limited-slip form. It is obvious that a sufficient number of gearsets is available for Barracuda.

ENGINE AND gearing, then, made the hardtop Barracuda Six a very adequate competitor (20 mpg) in turnpike

travel. Six passengers were propelled at legal speeds in chilled atmosphere. The forward passengers were accommodated in reasonable comfort. The three people who occupied, knees to chin, the narrow rear bench, were on anything but impersonal terms. Luggage space in the hardtop's roomy trunk compartment was positively vast in comparison to Mustang, Cougar and Camaro. Rather than locate the spare on the cargo compartment floor, Plymouth designers chose to place it in a separate well beneath the floor—a welcome departure for testers who have attempted to fit 2-suiter valises into the luggage spaces of the aforementioned Ponycars.

If the hardtop Six can be faulted in any major respect, it is for the car's suspension system. Softness in itself is not the fault, though softness insufficiently damped induces conditions of pitch, roll and dive. Softness in the hardtop Six Barracuda's suspension was communicated in a number of ways—first by specified ride rates at the wheel, front and rear, respectively, of 85 and 110 lb./in., and second by the on-the-road performance. Suspension tended to bottom out, even though the car was engaged only in mild activity. The insufficiency of damping was indicated by a pronounced pitching motion of the body as the car was driven over rough road surface and





HARDTOP SIX interior featured bench seat with fold-down armrest, column shift, extra-cost vacuum gauge and under-dash air conditioner outlets.

by the continuing oscillations of the body after a sudden, single bump. The tendency for the hardtop to pitch and dive under hard braking reached, at times, the point of discomfort. Roll resistance in the hardtop coupe Six was insufficient. Where the manufacturer's specifications are supposed to list anti-

roll bar diameter, Plymouth engineers carefully penned in "none" for the hardtop Six, though an antiroll bar of 0.88-in. diameter is available for the not much heavier V-8 engine-equipped cars. This seemed a production economy that harmed the handling of the car on irregular and/or winding road-

way. If the antiroll bar, which admirably demonstrated its effect on the Formula S fastback, added \$20 to the price of the hardtop Six it would be well worth the money. Actual production cost probably is \$2.

THE HARDTOP Six's suspension simply wasn't up to the jobs of smoothing out more than minor roadway irregularities or providing comfortable cornering on curvaceous courses. Suspension improvement seems not simply indicated, but demanded both for comfort and controllability.

So much for the hardtop Six. The fastback 273 V-8 Barracuda seems much more—the exciting more that bears the Formula S medallion.

CL's Formula S fastback road test car was painted in deep metallic green. Optional bucket seats and dash padding were upholstered in embossed black vinyl. Doors and dash were accented in simulated walnut. Carpeting, in loop-pile nylon, also was in black. The transmission range selector and indicator quadrant were console mounted to the driver's right. A small tachometer replaced the Plain Jane's vacuum gauge. Somehow, the intangibles were there. The interior of the fastback seemed more businesslike, an

1967 PLYMOUTH BARRACUDA HARDTOP SIX



DIMENSIONS

Wheelbase, in.....	108.0
Track, f/r, in.....	57.4/55.6
Overall length, in.....	192.8
width.....	71.6
height.....	53.0
Front seat hip room, in.....	52.5
shoulder room.....	55.2
head room.....	37.2
pedal-seatback, max.....	43.8
Rear seat hip room, in.....	56.4
shoulder room.....	55.2
leg room.....	29.1
head room.....	35.8
Door opening width, in.....	40.9
Floor to ground height, in.....	10.1
Ground clearance, in.....	5.6

PRICES

List, FOB factory.....	\$2463
Equipped as tested.....	3222
Options included: Disc brakes; AM radio; wsw 6.95-14 tires; wheel covers; vacuum gauge; air conditioning; bumper guards; auto. trans.	

CAPACITIES

No. of passengers.....	6
Luggage space, cu. ft.....	n.a.
Fuel tank, gal.....	18.0
Crankcase, qt.....	4
Transmission/diff., pt.....	16.0/2.0
Radiator coolant, qt.....	13

CHASSIS/SUSPENSION

Frame type: Unitized.	
Front suspension type: Independent by s.l.a., ball joints, torsion bars, telescopic shock absorbers.	
ride rate at wheel, lb./in.....	85
anti-roll bar dia., in.....	none
Rear suspension type: Live axle, Hotchkiss drive, multi-leaf longitudinal semi-elliptic springs, telescopic shock absorbers.	
ride rate at wheel, lb./in.....	110
Steering system: Integral power-assisted recirculating ball, parallelogram linkage, parallel Pitman and idler arms.	
gear ratio.....	24.0
overall ratio.....	28.7
turns, lock to lock.....	5.3
turning circle, ft. curb-curb.....	38.0
Curb weight, lb.....	3280
Test weight.....	3580
Weight distribution, % f/r.....	58.9/41.1

BRAKES

Type: 2-circuit hydraulic, with 4-piston calipers, vented cast iron discs, front; duo-servo shoes in composite drums, rear.	
Front rotor, dia., in.....	10.79
Rear drum, dia. x width.....	10.0 x 1.75
total swept area, sq. in.....	314.7
Power assist: Integral vacuum line psi @ 100 lb. pedal.....	800

WHEELS/TIRES

Wheel size.....	14 x 4.5J
optional size available.....	14 x 5.5J
bolt no./circle dia., in.....	5/4.0
Tires: Goodyear Power Cushion size.....	6.95-14
recommended inflation, psi.....	28
capacity rating, total lb.....	4560

ENGINE

Type, no. cyl.....	ohv, 1L-6
Bore x stroke, in.....	3.400 x 4.125
Displacement, cu. in.....	224.596
Compression ratio.....	8.4
Rated bhp @ rpm.....	145 @ 4000
equivalent mph.....	97
Rated torque @ rpm.....	215 @ 2400
equivalent mph.....	59
Carburetion.....	Holley, 1x1
barrel dia.....	1.69
Valve operation: Hydraulic lifters, pushrods, overhead rocker arms.	
valve dia., int./exh.....	1.62/1.36
lift, int./exh.....	0.394/0.390
timing, deg.....	10-50, 50-6
duration, int./exh.....	240/236
opening overlap.....	16
Exhaust system: Single reverse-flow muffler.	
pipe dia., exh./tail.....	1.88/1.75
Lubrication pump type.....	rotary
normal press. @ rpm.....	65 @ 2000
Electrical supply.....	alternator
ampere rating.....	37 @ 12 V.
Battery, plates/amp. rating.....	54/48

DRIVE TRAIN

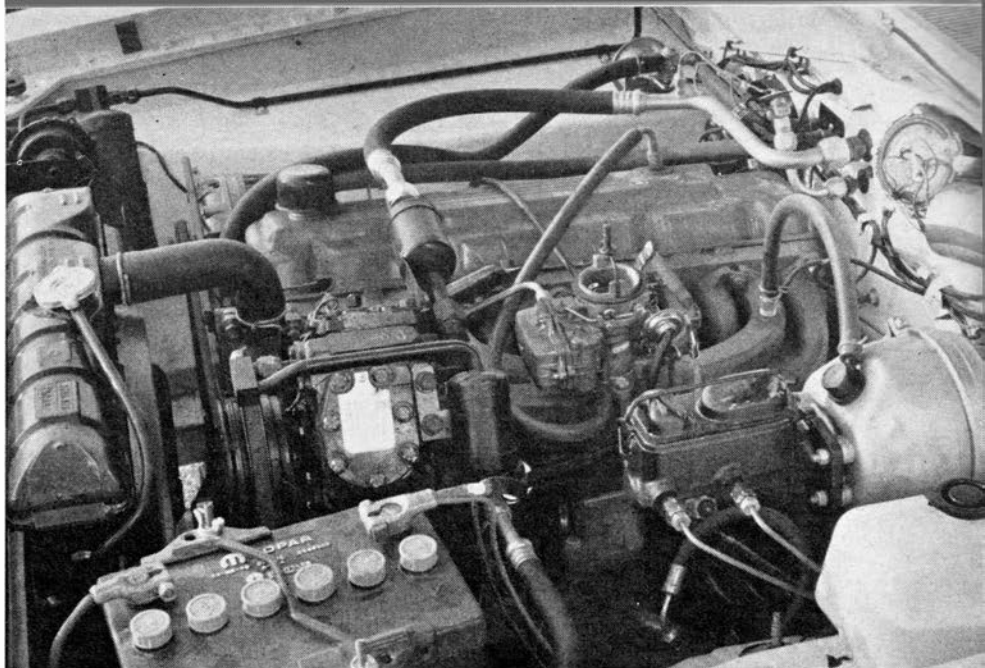
Transmission type: Automatic with torque converter and planetary gearbox.	
Gear ratio 4th () overall.....	
3rd (1.00).....	3.23
2nd (1.45).....	4.68
1st (2.45).....	7.91
1st x t.c. stall (2.20).....	17.41
Shift lever location.....	column
Differential type: Hypoid.	
axle ratio.....	3.23

appropriate setting in which to engage in the pleasures of operating an automobile.

Underhood, the exterior of the Formula S engine, though obscured by a large-diameter air cleaner housing, has much of the look of the 273 V-8 in standard tune. External dimensions are identical, but inside, the 4-barrel carburettored 273-cu. in./235-bhp high-performance version has a 10.5:1 compression ratio, rather than 8.8:1 as is the case with the 2-barrel 273. The HP engine also has a warmer camshaft. The basic 273-cu. in. engine has intake/exhaust timing of 14-46, 58-2, with 240° duration and 16° overlap. The 4-barrel engine has valve timing of 14-54, 56-12, with 248° duration and 26° overlap. The standard 273 delivers its 180-bhp maximum at 4200 rpm, where the 4-barrel engine produces 235 bhp at 5200 rpm.

THE STANDARD 273 uses a single 2-barrel Ball and Ball with 1.44-in. diameter venturis. Both the high-performance 273- and 383-cu. in. engines are given Carter 4-barrel carburetors with primaries and secondaries of 1.44 and 1.56 in.

The increased compression, the longer duration camshaft and the



BASIC PLYMOUTH Six, at 225 cu. in., develops 145 bhp at 4000 rpm, 215 lb.-ft. of torque at 2400 rpm and 97 mph top speed with 3.23 rear axle.

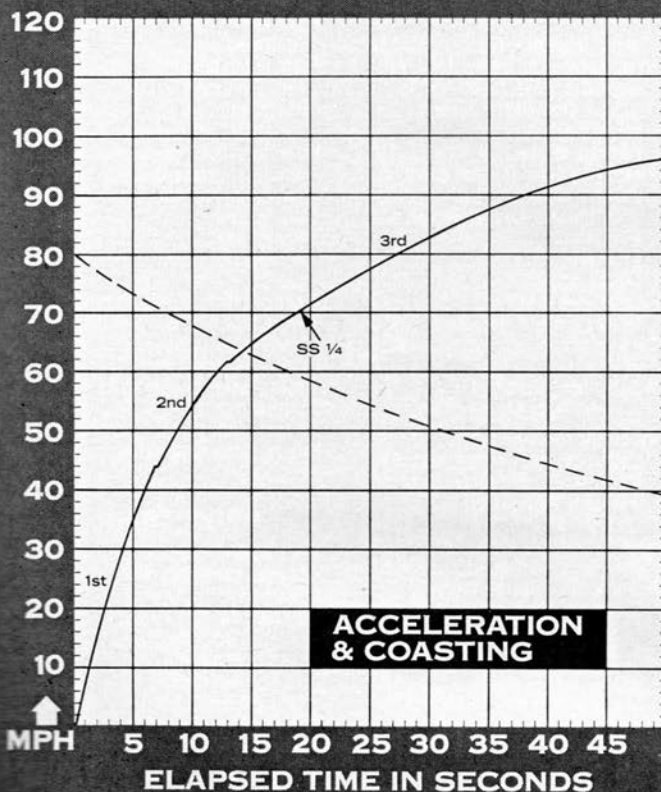
greater venturi area of multi-barrel carburetion are the keys to that bonus 1000 rpm, to the surging 5200 rpm capability of the high-performance 273-cu. in. V-8.

This engine, coupled to the tight, tough TorqueFlite automatic and the torque bias limited-slip differential,

with 3.23 gearing, completes a drive train that is briskly responsive, flexible and stimulating. Quick bursts of rpm and manual selection of transmission ratios make this combination suitable for any sort of enthusiastic driving or circumspect cruising.

The S in Formula S should stand

CAR LIFE ROAD TEST



CALCULATED DATA

Lb./bhp test weight	12.4
Cu. ft./ton mile	96.5
Mph/1000 rpm high gear	24.4
Engine revs./mile 60 mph	2680
Piston travel, ft./mile	1678
Car Life wear index	42.9
Frontal area, sq. ft.	21.1
Box volume, cu. ft.	422.5

SPEEDOMETER ERROR

30 mph, actual	29.1
40 mph	38.5
50 mph	48.7
60 mph	59.2
70 mph	68.0
80 mph	79.7
90 mph	88.2

MAINTENANCE INTERVALS

Oil change, engine, miles	4000
trans./dif.	12,000/6 mo.
Oil filter change	8000
Air cleaner service, mo.	6
Chassis lubrication	36,000
Wheelbearing re-packing	12,000
Universal joint service	36,000
Coolant change, mo.	12

TUNE-UP DATA

Spark plugs	MoPar, P-6-6P
gap, in.	0.035
Spark setting, deg./idle rpm	0/850
cent. max. adv., deg./rpm	29/4800
vac. max. adv., deg./in. Hg.	17/16.2
Breaker gap, in.	0.017-0.023
cam dwell angle	40-45
arm tension, oz.	17-20
Tappet clearance, int./exh.	0.010/0.020
Fuel pump pressure, psi	3.5-5.0
Radiator cap relief press., psi	16

PERFORMANCE

Top speed (4000), mph	97
Shifts (rpm) @ mph, manual	
3rd to 4th ()	
2nd to 3rd (4000)	62
1st to 2nd (4000)	43

ACCELERATION

0-30 mph, sec.	4.3
0-40 mph	6.6
0-50 mph	9.8
0-60 mph	13.6
0-70 mph	19.6
0-80 mph	27.9
0-90 mph	39.4
0-100 mph	53.9
Standing 1/4-mile, sec.	19.4
speed at end, mph	69.8
Passing, 30-70 mph, sec.	15.3

BRAKING

(Maximum deceleration rate achieved from 80 mph)	
1st stop, ft./sec./sec.	23
fade evident?	no
2nd stop, ft./sec./sec.	23
fade evident?	no

FUEL CONSUMPTION

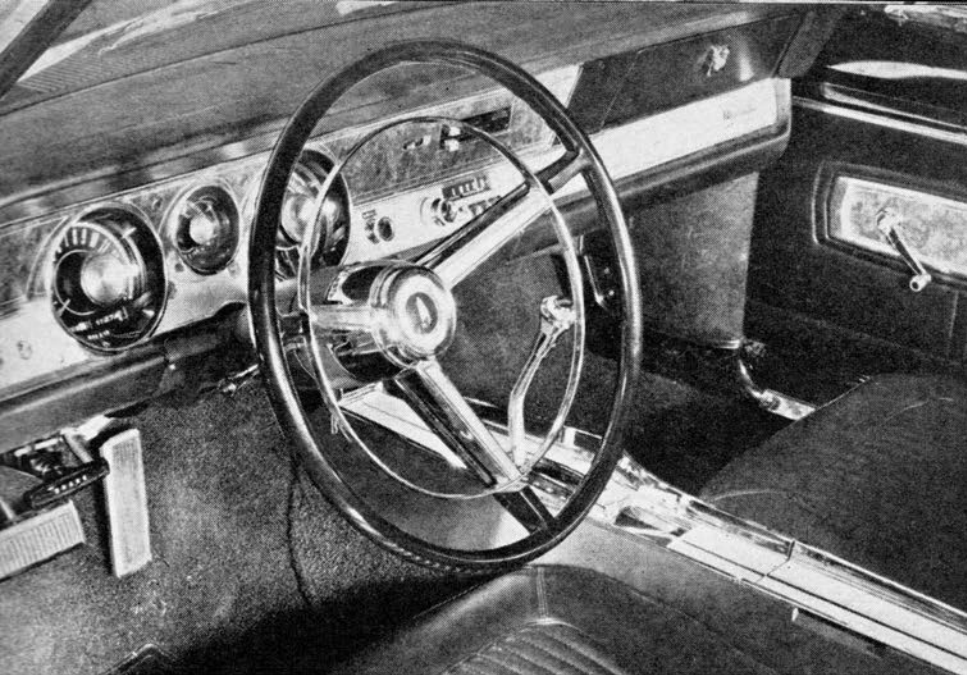
Test conditions, mpg	16.3
Normal cond., mpg	16-20
Cruising range, miles	288-320

GRADABILITY

4th, % grade @ mph	
3rd	11 @ 54
2nd	17 @ 38
1st	24 @ 36

DRAG FACTOR

Total drag @ 60 mph, lb.	105
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FORMULA S fastback's interior featured simulated walnut inlay, console shift, bucket seats, bright metal pedal trim and black vinyl upholstery.

for suspension. There simply is no comparison between the standard suspension as encountered on the hardtop Six and the handling produced by components fitted to the 273 fastback. The latter test car has much stiffer front and rear ride rates, 103 and 136 lb.-ft., respectively. The heftier For-

mula S front ride rate is accomplished by use of torsion bars 0.87 in. in diameter, as compared with bars of 0.83 in. and 0.85 in. for the Six and 2-barrel 273 V-8. At the rear, the semi-elliptic springs of the Hotchkiss, live axle suspension systems have six leaves, rather than five for the Six.

The entire effect on handling is creditable to say the least. Though the V-8 Barracuda remains an understeering car, the Formula S suspension provides a stance that permits brisk driving on twisting roadways. On rougher roads, however, the rear leaf springs seem unable to cope with such enthusiastic driving, but as long as road surface is smooth, the S suspension is a delight.

BOTH OF CL's test Barracuda were fitted with identical disc/drum brake systems, 10.79-in. rotors and 4-piston calipers in front, and 10-in. composite drums and duo-servo shoes at the rear. Performance of the two systems in two all-on stops from 80 mph each, however, was not identical.

The better braking was achieved with the Six, which twice was capable of deceleration at 23 ft./sec./sec. with some rear wheel lockup. The fastback's braking rate on both runs was recorded at 20 ft./sec./sec., also with rear lockup, and with moderate loss of directional control. All test stops were made from 80 mph.

Reasons for this disparity in deceleration rates are not clear, but consensus of test crewmen is that the differences in weight and weight dis-

1967 PLYMOUTH BARRACUDA FASTBACK V-8



DIMENSIONS

Wheelbase, in.....	108.0
Track, f/r, in.....	57.4/55.6
Overall length, in.....	192.8
width.....	71.6
height.....	53.5
Front seat hip room, in.....	2 x 23.7
shoulder room.....	55.2
head room.....	37.4
pedal-seatback, max.....	40.7
Rear seat hip room, in.....	56.4
shoulder room.....	55.2
leg room.....	30.5
head room.....	36.5
Door opening width, in.....	40.9
Floor to ground height, in.....	10.2
Ground clearance, in.....	5.7

PRICES

List, FOB factory.....	\$2720
Equipped as tested.....	3363
Options included: 273-cu. in. engine, bucket seats, console and headrests, interior trim, auto. trans., power steering and brakes, AM radio, external trim, emission controls, vacuum gauge, and wsw 6.95-14 tires.	

CAPACITIES

No. of passengers.....	5
Luggage space, cu. ft.....	n.a.
Fuel tank, gal.....	18.0
Crankcase, qt.....	4.0
Transmission/dif., pt.....	16.0/4.0
Radiator coolant, qt.....	19.0

CHASSIS/SUSPENSION

Frame type: Unitized.	
Front suspension type: Independent by s.l.a., ball joints, torsion bars, telescopic shock absorbers.	
ride rate at wheel, lb./in.....	103
anti-roll bar dia., in.....	0.88
Rear suspension type: Live axle, Hotchkiss drive, multi-leaf longitudinal semi-elliptic springs, telescopic shock absorbers.	
ride rate at wheel, lb./in.....	136
Steering system: Integral power assisted recirculating ball parallelogram linkage, parallel Pitman and idler arms.	
gear ratio.....	15.7
overall ratio.....	18.79
turns, lock to lock.....	5.3
turning circle, ft. curb-curb.....	38.0
Curb weight, lb.....	3310
Test weight.....	3720
Weight distribution, % f/r.....	54.9/45.1

BRAKES

Type: 2-circuit hydraulic, with 4-piston calipers, vented cast iron discs, front; duo-servo shoes in composite drums, rear.	
Front rotor, dia., in.....	10.79
Rear drum, dia. x width.....	10.00 x 1.75
total swept area, sq. in.....	314.7
Power assist: Integral, vacuum.	
line psi @ 100 lb. pedal.....	800

WHEELS/TIRES

Wheel size.....	14 x 5.5J
optional size available.....	14 x 4.5J
bolt no./circle dia., in.....	5/4.0
Tires: Firestone Wide Ovals	
size.....	D70-14
recommended inflation, psi.....	30
capacity rating, total lb.....	6240

ENGINE

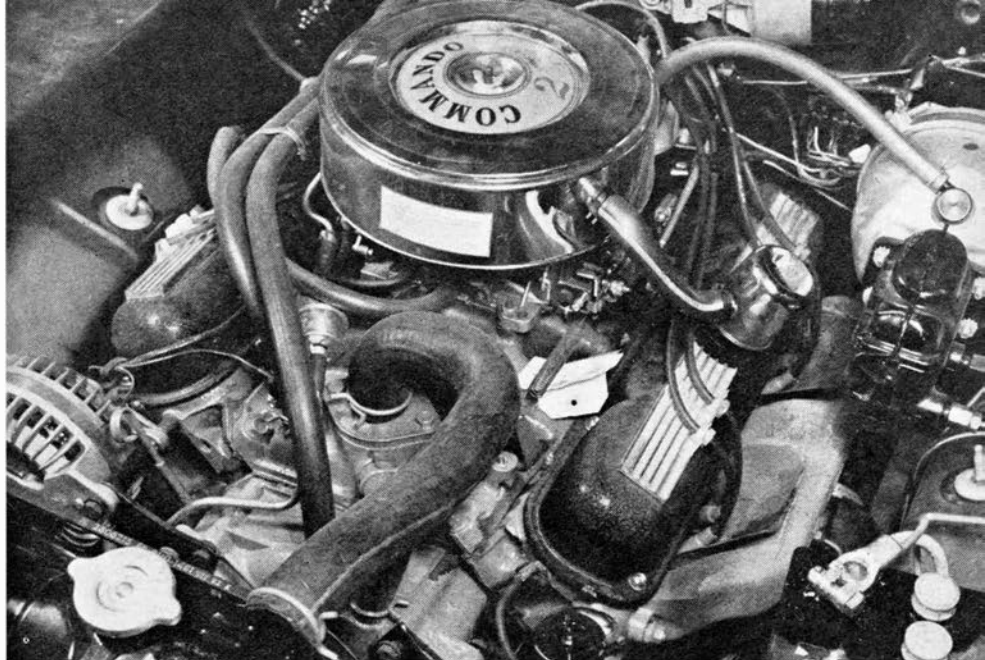
Type, no. cyl.....	ohv, 90° V-8
Bore x stroke, in.....	3.630 x 3.310
Displacement, cu. in.....	273.903
Compression ratio.....	10.5
Rated bhp @ rpm.....	235 @ 5200
equivalent mph.....	118
Rated torque @ rpm.....	280 @ 4000
equivalent mph.....	90
Carburetion.....	Carter, 1x4 barrel dia., pri./sec.....
valve dia., int./exh.....	1.44/1.56
Valve operation: Mechanical lifters, pushrods, overhead rocker arms.	
valve dia., int./exh.....	1.78/1.50
lift, int./exh.....	0.415/0.425
timing, deg.....	14-54; 56-12
duration, int./exh.....	248/248
opening overlap.....	26
Exhaust system: Single, crossover, reverse flow muffler, resonator.	
pipe dia., exh./tail.....	2.50/2.25
Lubrication pump type.....	rotary
normal press. @ rpm.....	45-65 @ 2000
Electrical supply.....	alternator
ampere rating.....	64 @ 12 V.
Battery, plates/amp. rating.....	54/48

DRIVE TRAIN

Transmission type: Automatic with torque converter and planetary gearbox.	
Gear ratio 4th () overall.....	
3rd (1.00).....	3.23
2nd (1.45).....	4.68
1st (2.45).....	7.91
1st x t. c. stall (2.20).....	17.41
Shift lever location.....	console
Differential type: Hypoid with torque bias limited slip.	
axle ratio.....	3.23

tribution, i.e., better balance of the Six, were partly responsible. It also seems possible that a proportioning device between front and rear brakes may be needed. Earlier (*CL*, Jan. '67), a Ford Mustang, equipped similarly to the Formula S fastback, with disc brakes and Firestone Super Sports Wide Oval tires, achieved a deceleration rate of 28 ft./sec./sec. This since has become a *CL* benchmark by which to judge other braking systems on similar types of cars. The key to the Mustang's brake/tire performance may be in its proportioning valve that limits hydraulic line pressure to rear wheel brake cylinders, thus minimizing the potential for wheel lockup and skidding which reduces brake efficiency as apparent forward mass transfer occurs during deceleration. Barracuda do not have such proportioning valves and this piece of automotive safety equipment would be well worth paying for, were it offered for sale with Plymouth Division cars.

HOW DOES an automobile buyer go about choosing which Barracuda is right for him? First he must examine the tasks that will be set for his Barracuda to do. If the buyer is a sedentary clerk who daily drives 3.8 miles to his

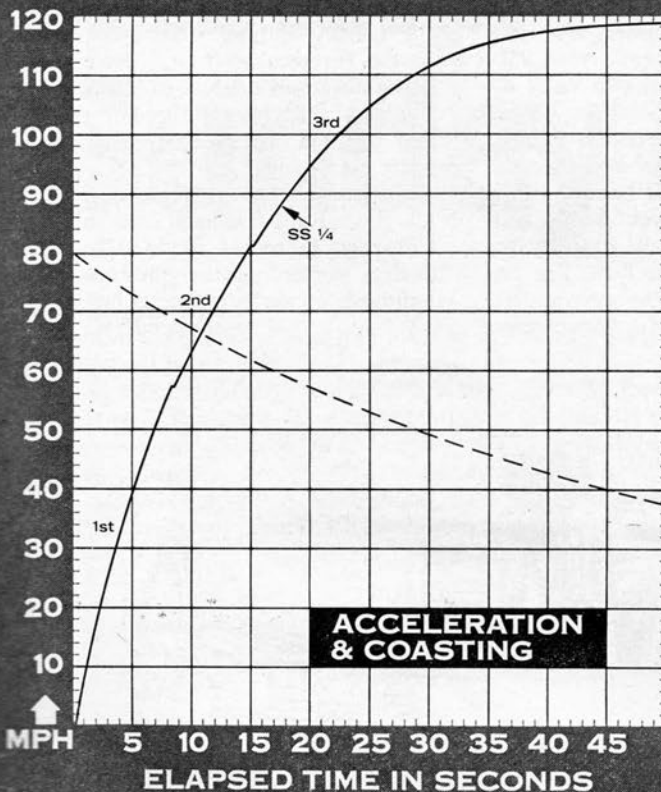


THE FASTBACK'S 273-cu. in. V-8 displayed a 4-barrel carburetor, 10.5:1 compression ratio and 248° camshaft in the form of 235 flexible bhp.

place of employment and spends his weekends at the chess club, then the modest comfort and performance of the Barracuda Six will suffice. But, for the active individual who drives cars because he likes cars, who drives for kicks, the Formula S Barracuda will be of greater interest.

Plainly, the Formula S Barracuda is lots of fun, and the price of this fun is little more than for the not-so-enter-taining Six with air conditioning. There are many who will sacrifice cooling for cornering if budget demands. And, there are many who take the opposite view. Barracuda are for both. ■

CAR LIFE ROAD TEST



CALCULATED DATA

Lb./bhp (test weight)	16.0
Cu. ft./ton mile	118.5
Mph/1000 rpm (high gear)	22.6
Engine revs/mile (60 mph)	2660
Piston travel, ft./mile	1510
Car Life wear index	40.2
Frontal area, sq. ft.	21.3
Box volume, cu. ft.	426.5

SPEEDOMETER ERROR

30 mph, actual	29.0
40 mph	38.5
50 mph	48.7
60 mph	58.7
70 mph	68.6
80 mph	79.5
90 mph	87.9

MAINTENANCE INTERVALS

Oil change, engine, miles	4000
trans./dif.	12,000/6 mo.
Oil filter change	8000
Air cleaner service, mo.	6
Chassis lubrication	36,000
Wheelbearing re-packing	12,000
Universal joint service	36,000
Coolant change, mo.	12

TUNE-UP DATA

Spark plugs	MoPar P-6-6P
gap, in.	0.035
Spark setting, deg./idle rpm	0/1000
cent. max. adv., deg./rpm	35/4000
vac. max. adv., deg./in. Hg.	.22/15
Breaker gap, in.	0.014-0.019
cam dwell angle	28-32
arm tension, oz.	17-20
Tappet clearance, int./exh.	0.013/0.021
Fuel pump pressure, psi	5-7
Radiator cap relief press., psi	16

PERFORMANCE

Top speed (5200), mph	118
Shifts (rpm) @ mph, manual	
3rd to 4th ()	
2nd to 3rd (5200)	.81
1st to 2nd (5200)	.57

ACCELERATION

0-30 mph, sec.	3.6
0-40 mph	5.0
0-50 mph	6.9
0-60 mph	9.2
0-70 mph	11.1
0-80 mph	15.0
0-90 mph	18.4
0-100 mph	24.9
Standing 1/4-mile, sec.	16.9
speed at end, mph	85.6
Passing, 30-70 mph, sec.	7.5

BRAKING

(Maximum deceleration rate achieved from 80 mph)	
1st stop, ft./sec./sec.	20
fade evident?	no
2nd stop, ft./sec./sec.	20
fade evident?	no

FUEL CONSUMPTION

Test conditions, mpg.	16.2
Normal cond., mpg.	16-18
Cruising range, miles	288-324

GRADABILITY

3rd, % grade @ mph	13 @ 91
2nd	23 @ 62
1st	32 @ 44

DRAG FACTOR

Total drag @ 60 mph, lb.	115
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