

CAR LIFE'S ROAD TEST COMPARATOR

Name	Tested	Engine C.I.D.	Trans.	Rear ratio	¼ mile E.T.	Top speed	Braking	Avg. mpg	Price as tested
Rambler Scrambler	5/69	390	4-spd man.	3.54:1	14.2	108	32	12-14	\$2998
Dodge Hemi Charger 500	4/69	426	4-spd man.	3.55:1	13.68	134	28	13-14	\$5261
Dodge Hemi Charger 500	4/69	426	3-spd auto.	3.23:1	13.92	136	28	12-14	\$5026
The Judge (GTO)	3/69	400	4-spd man.	3.55:1	14.45	124	27	9-11	\$4439
Olds W-31 Cutlass	3/69	350	3-spd auto.	3.91:1	14.9	128	30	10-13	\$4212
Dodge Super Bee	2/69	383	3-spd auto.	3.91:1	14.73	110	30	10-15	\$4036
Fairlane Cobra	1/69	428	4-spd man.	3.50:1	14.9	125	25	10-11	\$3945
Plymouth Road Runner	1/69	383	4-spd man.	3.90:1	14.7	113	22	12-14	\$3893
Dart Swinger	1/69	340	3-spd auto.	3.23:1	14.8	121	22	12-15	\$3470
Cobra GT500 KR	10/68	428	4-spd man.	3.50:1	14.57	130	23	11-14	\$4857
Mercury Cyclone	7/68	428	3-spd auto.	3.91:1	14.4	117	30	10-13	\$3875
Chevrolet El Camino	7/68	396	3-spd auto.	3.31:1	14.8	132	26	10-14	\$4179
Olds 4-4-2	6/68	400	3-spd auto.	3.42:1	15.13	115	20	11-16	\$4059
Plymouth Road Runner	5/68	383	3-spd auto.	3.23:1	15.37	122	20	11-16	\$3637
Pontiac GTO	5/68	400	4-spd man.	3.90:1	14.53	112	28	9-12	\$4595
Dart GTS	4/68	340	3-spd auto.	3.23:1	14.68	122	25	12-16	\$3854
Chevelle SS 396	4/68	396	4-spd man.	3.55:1	14.8	120	25	9-14	\$4010
Dodge Coronet R/T	4/68	440	3-spd auto.	3.23:1	14.69	123	28	9-15	\$4310
Buicks GS 400	3/68	400	3-spd auto.	3.91:1	14.4	110	23	11-14	\$3839
Plymouth GTX	2/68	440	3-spd auto.	3.23:1	14.6	121	23	9-15	\$4524
440 'Cuda	6/69	440	3-spd auto.	3.55:1	14.01	118	24	10-12	\$3931
Camaro SS 396	5/69	396	4-spd man.	3.73:1	14.7	126	27	8-12	\$4294
Avanti II	4/69	350	3-spd auto.	3.54:1	15.53	124	25	12-14	\$9640
Mustang Mach 1	3/69	428	3-spd auto.	3.50:1	13.90	121	29	9-12	\$4139
Mustang Grande	2/69	351	3-spd auto.	2.75:1	15.59	119	26	12-15	\$3728
'Cuda 340	11/68	340	4-spd man.	3.91:1	14.93	119	27	11-14	\$3449
Cougar	7/68	302	3-spd auto.	3.00:1	17.41	107	25	12-16	\$4131
Cougar XR-7	7/68	427	3-spd auto.	3.50:1	15.12	122	26	10-14	\$4850
Camaro Z/28	7/68	302	4-spd man.	4.10:1	14.85	133	25	12-15	\$4086
Corvette	6/68	427	4-spd man.	3.55:1	13.41	142	26	9-13	\$6142
Corvette	6/68	327	3-spd auto.	3.08:1	15.82	128	25	13-17	\$6129
AMX	4/68	390	3-spd auto.	3.54:1	14.59	107	26	10-15	\$3741
Javelin	12/67	343	4-spd man.	3.54:1	15.4	114	24	11-15	\$3683
Corvair	1/68	164	4-spd man.	3.55:1	19.84	98	26	16-20	\$2862
Retest of Corvair	5/68	164	4-spd man.	3.55:1	18.4	104	24	10-15	\$2862
Chevy II	5/68	327	4-spd man.	3.55:1	16.47	116	24	12-15	\$3642
Chevrolet Caprice	6/69	427	3-spd auto.	3.07:1	15.5	126	28	10-12	\$5319
Ford LTD	6/69	429	3-spd auto.	2.80:1	16.7	123	28	10-12	\$5362
Plymouth Fury III	6/69	383	3-spd auto.	2.76:1	16.7	115	25	11-14	\$4529
Dodge Monaco	6/69	440	3-spd auto.	3.23:1	15.5	127	20	9-12	\$5421
Mercury Marquis	5/69	429	3-spd auto.	2.80:1	16.3	114	22	11-13	\$5731
Buick Wildcat	5/69	430	3-spd auto.	3.07:1	16.5	122	26	10-14	\$5955
Chrysler 300	5/69	440	3-spd auto.	3.23:1	16.1	119	24	11-15	\$5419
Olds 88 Delta Royale	5/69	455	3-spd auto.	2.93:1	16.6	118	22	9-13	\$5036
Mercury Marauder	4/69	429	3-spd auto.	2.80:1	15.17	126	28	11-13	\$4620
Checker Marathon	4/69	327	3-spd auto.	3.31:1	17.8	109	19	12-16	\$4346
Buick Skylark	3/69	350	2-spd auto.	2.56:1	17.8	109	18	14-16	\$4004
Plymouth Satellite	3/69	318	3-spd auto.	2.76:1	17.2	113	21	15-16	\$3470
Pontiac Tempest	3/69	350	3-spd auto.	3.23:1	18.6	105	28	12-14	\$4249
Fairlane	3/69	351	3-spd auto.	3.00:1	17.4	119	26	14-18	\$3785
Chevelle Malibu	3/69	350	3-spd auto.	3.36:1	16.1	115	26	10-15	\$4539
Pontiac Grand Prix SJ	2/69	428	3-spd auto.	3.55:1	14.1	129	25	10-13	\$6095
Buick Riviera	2/69	430	3-spd auto.	3.07:1	16.51	124	23	10-13	\$6555
Thunderbird 2-Dr.	2/69	429	3-spd auto.	2.80:1	16.75	126	26	11-15	\$6363
Ford XL	1/69	427	3-spd auto.	2.80:1	16.68	123	23	11-15	\$4480
Impala	6/68	307	2-spd auto.	3.08:1	18.56	96	23	14-17	\$3441
Galaxie	6/68	302	3-spd auto.	3.00:1	18.9	95	21	14-18	\$3430
Fury III	6/68	318	3-spd auto.	2.94:1	18.7	104	21	14-17	\$3984
Ambassador	6/68	290	3-spd auto.	3.15:1	18.5	98	24	14-17	\$3504
Ford Torino	3/68	390	3-spd auto.	3.25:1	15.8	111	21	12-15	\$3787
Opel GT	6/69	115.8	4-spd man.	3.44:1	17.4	111	31	22-26	\$3513
Opel Kadett	12/68	116	4-spd man.	3.67:1	18.2	101	29	20-24	\$2487
Ford Cortina GT	11/68	97.6	4-spd man.	3.90:1	18.8	102	25	26-28	\$2384
Toyota Corona	8/68	115.8	4-spd man.	3.71:1	19.71	91	20	24-28	\$2054
Toyota Corolla	8/68	65.7	4-spd man.	4.22:1	20.5	83	22	24-30	\$1666
Datsun 2000	8/68	120.9	5-spd man.	3.70:1	17.6	114	30	22-28	\$3136
Datsun 510	8/68	97.3	4-spd man.	3.70:1	19.7	98	25	23-27	\$1996
Datsun 510 Wagon	8/68	97.3	3-spd auto.	3.89:1	21.7	89	24	22-27	\$2361

Specific automobiles are grouped in a way the editors feel will be most useful for enthusiasts and general buyers. Many cars could appear in more than one category. Quarter-mile elapsed times are those recorded by CAR LIFE's two-man road testing team with the car in showroom stock condition. Braking figures are recorded on a decelerometer. Anything over 25 may be considered good braking for

American cars equipped with good brakes and presently available tires (32 on the gauge is 1 G deceleration). Individual road tests, however, would explain loss of control or brake fade experienced after first hard stop from 80 mph. Fuel consumption shows range during extremes of CAR LIFE's testing. Back issues containing these road tests are available at 50¢ each. Use handy coupon on page 79.